

GENERAL NOTES

COVID-19

On 19th July 2021 Motorsport UK has changed its guidance regarding COVID-19. Please refer to the document directly at <https://www.motorsportuk.org/news/updated-covid-19-guidance-from-19-july-2021-england/>

It is the Entrant/Competitors responsibility to follow these guidelines.

Due to previous restrictions, you may have had limited opportunity for track days or testing so, car preparation will be even more important to make sure everything is working, charged, plugged in before you get to the circuit.

Remember that a minimum of three (3) laps are required to qualify so take it easy for those first laps. Please make sure you speak directly to a member of the Clerking team if you do not get 3 laps in.

Paddock

Unless on the circuit, a speed limit of 10 mph applies at the venue [Q12.25.8]. Internal or service roads may not be used to test race cars.

PITS

Pit Lane Speed Limit - The speed limit in the pit lane is 60 kph.

QUALIFYING

Prior to qualifying, get to the Assembly Area (refer to Final Instructions for location) in good time for noise testing. This includes any cars using the pit garages.

RACING

Prior to racing, cars will be released to the grid from the assembly area in grid order.

If your series/championship has a green flag lap then on that lap if you stall or spin off and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid. Unnecessarily slow green flag laps may result in the race duration being reduced.

Race Start (Standing Starts) - lights are located on a gantry above the grid. Once the 5 second board has been shown, the red lights will come on; the signal to start racing is the lights going out. In the case of light failure, the Union flag will be used.

Race Start (Rolling Starts) - cars will be released to the grid from the assembly area in grid order behind the Pace Car. Refer to the Final Instructions for Rolling Start procedures.

No team personnel are allowed on the pit wall for the start of the race (Standing or Rolling Starts).

SAFETY CAR (Qualifying or Racing)

Safety Car – If the safety car is deployed in qualifying or race; it will be released from the end of the pit lane. It will leave the circuit into the pit lane entrance. Safety Car - the procedures are detailed in [Q App 3]; please ensure that you understand this fully before competing. Ensure that you bunch up as rapidly as possible, giving marshals time to sort out any on-track problems. Also note that during the restart, overtaking is prohibited until the TIMING line is crossed - this is quite easy to check.

ON TRACK

If you do have to stop during qualifying (or the race) please, try to get your car to a safe place.

Once stationary you will be approached by a marshal if you are OK give a clear THUMBS UP. If you do not do this it will be assumed, you need assistance, and the session or race may need to be interrupted to send emergency assistance.

After giving the THUMBS UP signal, promptly do as the marshal asks.

To assist with this, we will have a safety car available for ALL practice / qualifying sessions and races so make yourself familiar with the procedures for this in the Motorsport UK yearbook.

Particularly remember that when a safety car period ends you must NOT overtake until you cross the timing line.

TRACK LIMITS

Track limits regulations [Q12.21.2 & Q12.22.1] are summarised here:

(a) In qualifying, running beyond track limits is likely to result in the loss of that lap time (note that a black & white flag signal need not be shown). This will occur on each occasion.

(b) In racing, running beyond track limits is likely to result in the following penalties: 2nd occurrence: Black & white warning flag shown; 3rd occurrence: 5 sec time penalty added; 4th occurrence: 10 sec time penalty added; 5th occurrence: Drive-through penalty; 6th occurrence: Black flag with the possibility of disqualification and licence points.

FLAG SIGNALS

Yellow Flags / Lights - Yellow flags / lights are used to warn you of a hazard or danger ahead and are there **for your safety, the safety of other competitors and the protection of marshals**. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car [Q12.24.3, Q12.24.4].

Red Flags / Lights - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in races return to the grid unless indicated otherwise. Again, overtaking is forbidden [Q12.24.3.j]. Pay attention as emergency (blue light) vehicles may join circuit.

Blue Flag signals - With the speed differential of some cars please respect the blue flags and give other competitors room. However, to be as predictable as possible, slower cars are both entitled and encouraged to always take the racing line.

Other flags are detailed in the current yearbook. It is your responsibility to know the meaning of each of these flags and obey them.

EXITING THE CIRCUIT

Leaving the circuit - after seeing the chequered the circuit as directed by the marshals. Note: parc fermé regulations apply as soon as you leave the circuit.

Passing the chequered flag more than once may result in a penalty and wastes valuable track time.

Parc Fermé - after qualifying and/or racing, competing cars may be directed into the parc fermé (including retired cars). Whilst in parc fermé, the following applies:

- (a) No work on the car may take place of any kind, including reviewing camera footage
- (b) No team personnel, except the currently competing driver, may enter the area

At the end of your races, please wave to thank all the marshals; remember that they (we) are all volunteers and give up their time freely and without remuneration.

All results (both qualifying & race) will be posted on the club website, there will be no paper copies available.

POST SESSION

Motor sport is a non-contact sport. All reports of contact will be investigated, using video evidence if necessary. Any driver involved in any incident may not leave the circuit without the consent of the Clerk of the Course.

Only footage from in car cameras requested by the Clerk of Course will be viewed. Drivers wishing to protest other competitor's actions must do so officially in accordance with [C5.1].

Track behaviour - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated; [Q12.21.1].

If you are called to see the Clerk of the Course, please bring with you your race footage (if you have any.) Any decisions by the Clerk of the Course will be given to you verbally and followed up via email. Please ensure the club has your correct email address on file.

Licence upgrade cards will not be signed. Upgrades may be obtained by submitting your results to Motorsport UK.