 

Driver Briefing Notes Cadwell Park. 25th July 2021

Firstly, welcome to the event and thank you for your support, as we are now out of the lockdown restrictions and many things are getting back to normal there are some things that will still be difficult, and we ask that you take a moment to think about how we all can keep everybody safe.

These notes are in place of a face-to-face briefing at the circuit, as with any drivers briefing notes, they are mandatory, even if you have raced at the venue before. These notes are to be read in conjunction with the Meeting Supplementary Regulations, the Current Motorsport UK Yearbook, and any Championship or Series Regulations. Any regulations quoted from the Motorsport UK Yearbook are shown in [square brackets].

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.

Race control is closed to all but invited visitors, you will be contacted by Mobile Phone if required, therefore please make sure you have previously given your mobile number to the club, that it is charged, switched on and with the ringer set to LOUD at the circuit. Also, please listen for PA announcements and check the event electronic notice board throughout the day: www.darlingtondmc.com

With the Pit Lane being at the bottom of the hill it only has pedestrian access i.e. no support vehicles. Follow instructions from Marshals in the assembly area, as access is only possible between sessions.

If competitors need to see a Clerk of the Course, they will be in the Assembly Area office, only video from in car cameras requested by the Clerk of Course will be viewed.

Prior to qualifying, please get to the Assembly Area in good time for noise testing.

Exit from the assembly area is narrow and downhill, you enter the circuit just before Hall Bends, take care, the area from Hall Bends through to the exit of Barn is narrow, with limited visibility, take extra care under Yellow or Red flag conditions in this area, as it is under tree cover the surface here may remain wet when the rest of the circuit is dry.

Leaving the circuit: After seeing the chequered flag, continue the lap, then exit the circuit at the bottom of the Mountain, a very narrow uphill exit. Observe marshals’ flags and instructions if you are required to go to ‘Parc Fermé’. Passing the chequered flag more than once may result in a penalty and wastes your valuable track time.

Race Start Procedure Standing Start: Cars will be released from the assembly area to the grid. With all car’s stationary a one-minute board and 30- second board will be shown followed by the Green Flag. At the end of the Green Flag Lap and all cars are stationary, the 5-second board will be shown 5 seconds after the board is withdrawn the red lights will be switched on, after 2 to 7 seconds the red lights will be switched off signalling the start of the race.

Rolling Start: Car’s will be released from the assembly area to the grid. With all cars stationary a one-minute board and 30- second board will be shown, and cars will be released for the “Green Flag” lap behind the “Pace/Safety Car”. When the last car has left the grid and has passed the “Startline” for the first time the Red lights will be switched on. When the “Pace/Safety Car” turns off its yellow lights, cars should re-form in 2x2 grid formation behind the “Pace/Safety Car”, no more than 1 car length behind the car in front, with the speed set by the “Pace/Safety Car” (approx. 60KPH). Once the “Pace/Safety Car” is clear in the pits, with the cars approaching the Start Line the red start lights will be switched off, signalling the start of the race. All cars are free to race when the lights are switched off. Any car holding back more than 1 car length, or any car accelerating before the red lights being switched off may be penalised. Aborted Rolling Start: If the start is aborted and the red lights do not go out you must maintain your 60kph speed and continue for another lap to attempt a second restart. Do not accelerate and maintain your position within the crocodile. Race Time will start when the red start lights go out or when cars pass the start line at the end of the formation lap. If the Race Start cannot take place, red flags will be shown on all marshals’ posts and Start line. Cars will reduce speed and stop on the grid and wait for further instruction from Marshals or Officials.

Rolling Start: F500 Car’s will be released from the assembly and proceed to the grid the Red Lights will be on, as the cars approach the Start Line the Red Lights will be switched off signalling the start of the race.

In all cases practice starts [Q12.12] are forbidden. If you stall or spin and fall behind all other competing cars, you must remain there and start the race from the rear of the grid. Unnecessarily slow green flag laps may result in the race duration being reduced. Start Lights are located on a gantry above the grid. No team personnel are allowed on the pit wall for the start of the race. Note that if your car stops on Circuit and has mechanical damage, oil leak, flat tyre, you may not be able to re-join the session. If you do spin off track, remember to consider that you will return from a grass surface, probably on a slope, so may need to allow for a larger gap for a safe return.

Make sure all loose items are removed from car before you go out on circuit, each driver must cover a minimum of three (3) laps to qualify so take it easy for those first laps.

If you need to withdraw, do so immediately by contacting the Secretary of the Meeting, this may allow a re-grid to take place. Please be considerate of your fellow drivers and do not forget to do this.

Pit Lane Speed Limit - The Pit Lane is narrow at Cadwell, the speed limit is 50 kph, and the utmost care must be taken when entering and leaving Use the full length of the pit lane. Please be aware of others around you, stop behind a car already stopped, it should leave before you so giving you space to exit. You must park in single file, do not double park a car side by side. If you have broken down in the pit lane, please move the car up against the inner wall (the wall furthest from the pit wall).

Motorsport 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.

Track behaviour - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated, [Q12.21].

Yellow Flags / Lights - Yellow flags / lights are used to warn you of a hazard or danger ahead and are there primarily for the protection of my 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. Again, overtaking is forbidden [Q12.24.3.j]. Pay attention as emergency 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.

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 start/finish line is crossed.

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 are all volunteers and give up their time freely and without them you would not be racing.

And finally, we hope everyone has a safe and enjoyable days racing.

Steve Gibson Clerk of the Course