



BRITISH AUTOMOBILE RACING CLUB

RACE INFORMATION BULLETIN

BULLETIN No: 06
BTRC VSC

ISSUED: 11:36

2.12 VIRTUAL SAFETY CAR (VSC):

2.12.1. The Virtual Safety Car ("VSC") procedure will only be used at venues where operational light panel signalling is available. A VSC may be initiated to neutralise a race upon the sole decision of the Clerk of the Course. It will normally be used when double waved yellow flags are needed on any section of track and Competitors or officials may be in danger, but the circumstances are not such as to warrant use of the session/race suspension (Red flag).

2.12.2. When the order is given to use the VSC procedure a message "VSC DEPLOYED" will be sent to all Competitors via the official radio system (see section 3.7) and the light panels will display "VSC". Flashing yellow lights may also be used at the start-line and at other points around the circuit.

2.12.3 All competing trucks, when notified of the VSC procedure (by signals included in 2.12.2) will reduce speed significantly and line up behind the leader, no more than 5 truck lengths apart, and maintaining the same speed as the leader. For clarity the leader must reduce their speed to a maximum of 60kph, all other trucks must slow gradually and form up in line astern behind the leader, once all of the other trucks are behind the leader they should all keep to a maximum speed of 60kph. When slowing drivers must ensure that they slow steadily without erratic changes in speed to maximise the safety of the procedure (also refer to Motorsport UK regulation Q.12.21.5). Overtaking or overlapping of any other competing truck during a VSC procedure is forbidden with the exception of when any truck slows with an obvious problem.

2.12.4 While the VSC is in operation, no truck may enter the pits unless it is for the purpose of repairing evident damage and then may only rejoin the track when allowed by the pit exit light and not when the line of trucks are about to pass or are passing the pit exit. A truck re-joining the track must proceed at an appropriate speed and in compliance with 2.12.3 until it reaches the end of the line of trucks.

2.12.5 The VSC procedure will remain in operation until at least the majority of competing trucks on the circuit are lined up behind the leader.

2.12.6 When the Clerk of the Course calls for the VSC procedure to end a message "VSC ENDING" will be sent to all Competitors via the official radio system (see section 3.7) and on the timing screen. Following the message, and prior to passing the green flag at the control line (Start/Finish), the race leader will dictate the pace. In order to avoid the likelihood of accidents, drivers must proceed at a pace that involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other drivers or impede the restart.

2.12.7 As the leader passes the pit entry road, the green flag/lights will be displayed at the start/finish line and the "VSC" light panels withdrawn. Racing will resume at the start/finish line and therefore 2.12.3 will dictate overtaking/overlapping until the line is passed. Following this display of the start signal waved green flag/lights will be displayed for one lap.

2.12.8 Each lap completed whilst the VSC procedure is in use during a race will be counted as a race Lap, however, if the timetable permits and at the discretion of the Clerk of the Course, the race duration may be extended by up to 3 minutes following a VSC procedure.

2.12.9 Should it be necessary to stop a race during a VSC procedure red flags will be waved in the usual way. The leader, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and stop prior to the grid in the usual way.

N Cummins

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Nicole Cummins
Secretary of the meeting

BARC

Thruxton Circuit

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