

Mighty Mini's Driver Briefing Notes

TRACK LIMITS Compliance with track limits is important for both fair competition and safety. You are reminded you must always use the track and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are part of the track. A driver will be judged to have left the track if any part of the contact patch of the tyre goes beyond either the outer edge of any kerb or the white line where there is no kerb. Track limits will be monitored by Judges of Fact located at points around the circuit. Offenders will be subject to the following escalating warnings/penalties,

a. During Qualifying ;

The lap time on which the breach occurred will be disallowed for the purposes of establishing grid order for the relevant Race but will still count towards the minimum number of laps required to qualify for the relevant Race

b. During Races

1 st breach	Offence Noted
2 nd breach	Black/White warning Signal
3 rd breach	Five-second Time Penalty
4 th breach	Ten-second Time Penalty
5 th breach	Drive-through Penalty
6 th breach	Black Flag

PITLANE

- The Pitlane Speed limit is 60kph, which will be monitored by Judges of Fact radar gun.
- When entering the Pitlane from the Track, please give a clear signal to warn any cars behind you that you are intending to enter the Pitlane.
- Whilst in the pitlane you must park parallel to the garages keeping the outer lane clear.
- When exiting the Pitlane, you must keep left and join the Track with caution.
- When leaving you must ensure there are no other vehicles coming down the outer lane.
- You must respect the Pit Exit light and stop if it is RED.

CHICANE

If you overshoot the Chicane, you must continue and rejoin safely without gaining any lasting time or position advantage. Any advantage gained must be given back before Tower Corner.

LIGHT BOARD/ FLAG SIGNALS

Drivers are reminded to look out for Signals and react accordingly. Yellow Signals mean danger – please reduce your speed. Overtaking is forbidden from the first Yellow Signal you pass through until you pass the Green Flag. WHEN YELLOW SIGNALS - INCLUDING SAFETY CAR BOARDS ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW SIGNALS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP. It is the onus of each driver to prove to us that in fact you have slowed down, the best way to do this is by not setting a meaningful lap time. Light panels are installed around the Track which will be used as the primary means of communication and may be supplemented by flags. For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels, drivers must comply with the requirements of the Signal with the highest level of safety. In order of precedence: Red Signal, Safety Car, Double Yellow Signal, Single Yellow Signal, Green Signal. ASSEMBLY AREA /

QUALIFYING

- Please be ready twenty minutes before your sessions in the Assembly Area.
- All Cars will be noise tested prior to their first session on the Track.
- Cars will be released from the Assembly Area directly onto the Track to commence the Qualifying Session.
- If there is a Red Signal you must slow down and follow the instruction of the marshals.
- At the end of the session, please complete a slowing down lap do not overtake any competitors in front of you, exit the circuit into the Pitlane and proceed to Parc Fermé by following the Marshals instructions.

RACE START PROCEDURE Cars will be placed into grid order in the Assembly Area prior to being released onto the Track and led to the grid behind the Safety Car via the short-circuit link which is located just after Tower Bend. Once the grid is formed there will be a 1-minute, 30 -second

countdown followed by one 'Green Signal' Formation lap. At the end of the Formation lap all cars will return to their grid positions. Once the grid is formed a 5-second board will be displayed prior to the red start lights being switched on. Between 2 and 7 seconds later the red start lights will be extinguished signalling the start of the race.

INCIDENTS / SAFETY CAR

If you have a problem on Track and are unable to continue, please try and stop in a place of safety, and give a 'thumbs up' to the marshals. This will avoid the session having to be disrupted to deploy medical or intervention vehicles. When it is safe to do so, you should vacate your car and get behind the safety barrier as quickly as possible, following the instructions of the marshals. Safety gaps are indicated by an orange panel on the barrier. Should an Incident occur on Track during the Race, the Clerk of the Course may deploy the Safety Car to enable marshals to work safely and/or stranded cars to be moved to a position of safety. In this instance SC will be displayed on the light panels. Safety Car boards and waved yellow flags may also be shown. From this moment Drivers should cease racing and slow down progressively without heavy braking and without overtaking and catch up with the Car in front of them to form a line behind the Safety Car. Gaps between Cars should be no more than 5 Car lengths. The Safety Car will join the track at the Pitlane Exit in front of the Race leader. If the Safety Car fails to pick up the Race leader, the Clerk of the Course will instruct the Safety Car to wave past any Cars between it and the Race leader. Cars that have been waved past should proceed around the Track respecting the Yellow Signals and catch up with the line of Cars behind the Safety Car, once the track is clear the safety car will switch off its lights after sunny corner and enter the pit lane, the Green Signal will be shown at the Control line.

END OF RACE PROCEDURE / PARC FERMÉ

After taking the Chequered flag end of Race Signal, slow down and complete a cool down lap please show your appreciation to the Marshals by giving them a wave on the cool down lap. Enter the Pitlane and proceed directly to Parc Fermé or as directed by the Marshals. All Cars will be held in Parc Fermé until released by the Eligibility / Chief Scrutineer. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

DRIVING STANDARDS

Please show respect to your fellow Competitors whilst driving on the Track. Cases of poor driving will be investigated and may result in the imposition of Penalties. The following sections on driving standards are guidelines. Each incident is considered entirely on its own merit. Defence of a position Weaving, using the full width of the Track, is not permitted. In a Race, more than one change of direction to defend position against another car is prohibited. Any Driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one Car width between their own Car and the white line at the edge of the Track. Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted. Overtaking In general, the onus is on the overtaking Car to pass safely – the Driver should not expect the Car in front to give-way if the Car attempting to overtake has not gained (without contact) sufficient overlap. Sufficient overlap will usually be deemed to be that the Car attempting to overtake is at least 50% alongside the Car being overtaken. If a Car has sufficient overlap on entering a corner, then the Car being overtaken must give enough 'racing room'. The overtaking Car must be completely clear of the overtaken Car before attempting to pull back in front. Any driver who gains an unfair advantage through contact caused by them should surrender that advantage before the end of the lap. Any driver who gains an unfair advantage may subsequently face a time/position Penalty which may be greater than the advantage they initially gained.

JUDICIAL PROCEDURE

You are reminded that you must have a forward-facing onboard camera fitted and that it is your responsibility to ensure that it is recording during all Track sessions. All Incidents reported by the Officials / Marshals or observed by the Clerk of the Course will be noted and reviewed by the Clerk of the Course. This review may be during the session or may involve a review of onboard footage or other relevant material after the session.

Please remember **RACE WITH RESPECT** and have a safe and enjoyable event.