



Classic Touring Car Racing Club Drivers' Briefing Notes **Brands Hatch (Indy) - 19/20 April 2025**

Event: BARC HQ05

Date: 19/20 April 2025

Venue: Brands Hatch (Indy)

Senior Clerk of the Course: Dorothy Uwota

CTCRC Clerk of the Course: Andrew Outterside

Clerk of the Course: Martin Brinkworth

MANDATORY Face-to-Face Briefing: There is a single briefing at 08:00 on Saturday morning at the rear of the Scrutineering Bay in the Outer Paddock.

The briefing is for the following drivers:-

- **All drivers new to CTCRC for 2025**
- **All novice drivers**
- **Any driver who has not raced before at Brands Indy**

A fine may be applied for any driver failing to attend a briefing. **If you cannot make the briefing, please ensure you advise the CTCRC coordinator or Clerk before the briefing** to arrange for attendance at a separate briefing.

Final Instructions and this Briefing Note

This briefing note is for all drivers and is in addition to the **Final Instructions** – it does not replace them. The **Final Instructions** are published on the BARC Event Information page for the meeting via this link:-

<https://www.barc.net/event/barc-race-meeting-brands-hatch-indy-april-19-20/>

This page also includes Timing, Timetable, and the Online Noticeboard links. The Noticeboard displays Briefing Notes, Bulletins, Published Results and Judicial Decisions.

What's New for 2025

Motorsport UK National Competition Rules (NCR)

- replace the old "Blue Book" / Yearbook – overall similar in effect with a change of vocabulary
- arranged in Chapters, Appendices, and Articles
- online only – currently on v.9 (will be updated throughout the season)
- available in the Motorsport UK Resource Centre
<https://www.motorsportuk.org/resource-centre/>
- **Chapter 12 specifically relates to "Race"**



- Other relevant Chapters of a general nature are:-
 - Chapter 2 - Judicial
 - Chapter 6 - Licensing
 - Chapter 7 - Competitor Vehicles and Vehicle Safety Equipment
 - Chapter 8 - Permitted Fuels and Tyres and Testing
 - Chapter 9 - Competitor Personal Safety Equipment

CTCRC 2025 Regulations

- Lots of changes to wording / references due to new NCR (Ronnie has done an excellent job)
- Changes to:-
 - Entry Fee and Refund Terms and Conditions
 - Provision for Pre-2013 Touring Car Championship
 - Some minor technical changes – check your class regulations

CIRCUIT INFORMATION

Circuit Length: 1.208 miles.

Circuit Direction: Clockwise.

Pole Position Rolling Start: On the RIGHT.

Pole Position Standing Start: On the RIGHT.

Assembly Area: At the top of the inner paddock access road.

Start Line: Just before the light gantry.

Finish Line/Control Line: Just after before the light gantry.

Start Lights: Located on the gantry above the track to drivers right.

Warning Flags/Signals: Will be shown at the finish/control line.

Pit lane speed limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.

Penalty Box: Located in the pit lane adjacent to the Race Control building.

Exit of Circuit and Parc Fermé: Exit the circuit at the end of the Cooper Straight at Post 4 where you will be directed to Parc Fermé.

Medical Centre: On the outside of McLaren / Clearways.

Exiting the pits: Competitors must not exit the pit lane when the red light at the pit exit is illuminated.

When exiting the pit lane, you must keep to the RIGHT of the SOLID WHITE LINE. You may join the circuit by crossing the broken white line, keeping to the right-hand side of the circuit until the entry to Paddock Hill bend. Cars joining the circuit must be aware of faster cars on the straight and braking for Turn 1, and similarly, cars on track should be aware that cars may emerge from the pit lane.

Pit lane entry: On the driver's right following the exit from Clearways. Keep to the right when exiting Clearways and give a clear signal to warn any cars behind you that you intend to enter the pit lane.

QUALIFYING

For qualifying procedures see details in the **Final Instructions**.

It's going to be busy so find space to get your laps in.

If you wish to travel slowly to get a clear lap in qualifying, this MUST be carried out without hindering another competitor. Please make use of your mirrors. Using more than 50% of the track to warm tyres is not permitted.



PRACTISING OUT OF SESSION

Any driver sharing a car that needs to practice out of session should be declared to BARC before the meeting. They should report to the Clerk to make arrangements to join another qualifying session.

Competitors practising out of session will be limited to a maximum of three laps and must not impede the qualifying cars.

END OF QUALIFYING

After taking the chequered flag, slow down, exit the circuit at the end of the Cooper Straight at Post 4 where you will be directed to Parc Fermé. All cars will be held in Parc Fermé until released by the Scrutineers. 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.

The fastest time set in qualifying will set the grid for the first race. The result of the first race will set the grid for the second race. Competitors who do not finish the first race may start the second from the rear of the grid in reverse order of retirement.

Any competitor unable to complete three full laps in their qualifying sessions must report to the Clerk of the Course as soon as possible. We will try to make arrangements for you to practice out of session.

RACING - START PROCEDURE

Standing Starts - Pre-66, Pre-83, Pre-93 / Pre-03 / BOSS

- Cars will proceed from the assembly area to the grid and take their positions. Please note your position for when you return to the grid for the start of the race.
- Once the grid is in place there will be a countdown, indicated by the 1 minute and 30 second boards, followed by a green flag indicating the commencement of the formation lap. There will be a single green flag lap unless conditions dictate otherwise.
- Cars will return to the grid and take up their position.
- Once the grid is complete, the 5-second board will be shown.
- When the board is withdrawn the red lights will be switched on.
- The race will start when the red lights are extinguished between 2 and 7 seconds later.
- In the event of any starting lights failure, the starter will revert to the use of the national flag. The race will start on the downward motion of the national flag.

PLEASE NOTE - it is not permitted to carry out practice starts on the formation lap.

Rolling Start - Classic and Historic Thunder

- Cars will proceed from the assembly area to the grid and take their positions.
- Once the grid is in place there will be a countdown, indicated by the 1 minute and 30 second boards followed by a green flag indicating the commencement of the formation lap.
- If there are no incidents on the formation lap the lights on the Safety Car will be extinguished (normally along the Cooper Straight) to indicate that the race is due to start. The Safety Car will then depart and enter the pit lane.



- Following the Safety Car departing, the driver of the car in pole position becomes responsible for maintaining the original pace of the Safety Car, and all competitors will remain in close 2 x 2 formation as the cars approach the start line.
- The signal to start will be the red lights going out on the start line. In the event of a light failure, the signal to start will be given by the downward motion of the national flag.
- You may only move out of position and overtake once the start of the race has been signalled.
- If the Safety Car stays out and/or the red lights stay on, the start will have been aborted. The cars will proceed around the circuit and reattempt the start. If the Safety Car has exited the circuit the lead car will perform the role of the Safety Car and lead the pack round to reattempt the start.

Applicable to both Standing and Rolling Starts:

- Any driver unable to start the formation lap or the race must indicate their situation by raising an arm vertically or opening a door.
- It is not permitted to use more than 50% of the track to warm tyres on the formation lap.
- Any car removed from the grid or driven into the pits on the formation lap(s) shall be held in the pit lane and may start the race after the last car to take the start grid has passed the start line or pit lane exit, whichever is later.
- Any driver unable to maintain their grid position on the formation lap, to the extent that all other cars are ahead of them, may complete the formation lap but must remain at the rear of the last row of the grid.
- In the event of a start lights failure, the starter will revert to using the national flag. The race will start on the downward motion of the national flag.

False Start

Any car considered to be out of position will be subject to a race time penalty of 10 seconds.

Standing Start – a false start is defined as:-

- in an incorrect position on the grid
- forward from the prescribed position
- moving at the time that the red lights are extinguished

Rolling Start – a false start is defined as:-

- failure to maintain the correct station (moving out of formation)
- accelerating away early or unevenly

END OF RACE

After taking the chequered flag, slow down and exit the circuit at the end of the Cooper Straight at Post 4 where you will be directed to Parc Fermé. All cars will be held in Parc Fermé until released by the scrutineers. The same restrictions as per qualifying (see above) apply to access to the Parc Fermé area.



LIGHTS / FLAGS

Light signals will take priority and may be supplemented with flags. There is a map included in the **Final Instructions** showing the location of the light panels.

PLEASE NOTE - Red Flashing Light / Waved Red Flag:

- **IN QUALIFYING - return to the pit lane**, following the marshals' directions at all times.
- **IN THE RACE - return to the grid**, stopping short to enable the formation of any revised grid, following the marshals' directions at all times.

Explanations of the various light signals can be found in the **Final Instructions**.

DIGI BOARD

A digital board is located above the track on drivers left adjacent to the start line and may be used to display messages. These messages will be in addition to any conventional flags and boards shown.

SAFETY CAR PROCEDURE

Yellow signals and "SC" boards will be displayed around the circuit. All cars must reduce speed and form a tightly packed line, with each car no more than five car lengths apart, except for the leader, who will leave a sufficient gap to any car ahead to allow the Safety Car to join the circuit.

The **Safety Car will enter the circuit (on driver's right) approximately halfway along the Cooper Straight**. It will endeavour to pick up the leader; however, in some instances, it may be necessary for the Safety Car observer to wave vehicles past to pick up the leader. You may only pass the Safety Car if directed to do so.

When the Safety Car is due to be withdrawn, the lights on the Safety Car will be switched off, normally along the Cooper Straight. The Safety Car will then exit the circuit into the pit lane. Following the lights on the Safety Car being switched off, it is the leader's responsibility to dictate the pace of traffic before the restart. This must not involve erratic acceleration, braking, or any other manoeuvre that will endanger other drivers or impede the restart.

***There is No Overtaking or Overlapping
until you have passed the green flag at the control line***

TRACK LIMITS

Judges of Fact, with the assistance of cameras and sensors, will monitor various corners. The applicable penalties in qualifying and racing are set out in the **Final Instructions**.



MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2025 Classic Touring Car Racing Club Championship Regulations.**

Cameras provide a very useful addition decision making where there are racing incidents. It is often the case the most useful footage comes from the car behind that is not involved in the incident.

Competitors should check the following before the race weekend.

- **The SD card is cleared of old race footage, so the card only relates to the meeting.**
- **The correct date and time are set on the camera.**
- **The camera is set to record the right way up.**

If you are called to see the Clerk about an incident you were involved with, or may have witnessed, or wish to make an informal report, please bring your SD video card and, if possible, a device (laptop/tablet) to display relevant footage.

Failure to have a forward-facing working camera is a breach of Championship Regulations and may result in a penalty being applied. **PLEASE NOTE - the lack of video evidence may impact on the ability of the Clerk or Stewards to make a decision.**

HELMET CAMERAS / MOBILE PHONES / TABLETS

The fitting of video cameras to helmets is strictly forbidden. The only exception is for specific purpose-built FIA-approved helmets with cameras. The technical scrutineers shall have the sole authority to accept or reject a helmet. Please note that mobile phones or tablet devices are prohibited from being carried in a competing vehicle whilst on the circuit. Anyone observed acting contrary to this may be subject to judicial action.

MECHANICAL PROBLEMS AND INCIDENTS

If you have a mechanical problem, pull off the circuit in a safe location, preferably near a marshal post. **DO NOT continue around the circuit** with the risk of leaving oil on the track, as this will affect other races.

Exit the vehicle, if safe to do so, and unless told otherwise by a marshal, move to a safe place away from the vehicle, i.e., behind a barrier. A "thumbs up" signal to an approaching marshal is useful for sending a message that you are ok. If you are involved in a heavy accident and feel unable to get out of the car unaided, stay in your vehicle, and await the arrival of assistance.

PADDOCK SAFETY

The **paddock is a dangerous area for you, your support crew, your family, and guests.** All vehicles must respect the speed limit and always move slowly and carefully. Competitors are reminded that they are responsible for the actions of people associated with their entry, so please ensure everyone follows the regulations in force.



There is a total ban on using E-Scooters, Scooters and E-bikes in all areas within the Circuit. The use of bicycles and the like is strongly discouraged, particularly when ridden by children.

To ensure the safety of children, a responsible adult must always supervise them.

RACE WITH RESPECT

Motorsport UK's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by MSUK's commitment to making motorsport an inclusive and safe sport for everyone. The Respect Code applies to all participants in an event, competitors, parents, officials, marshals, team managers, mechanics, spectators, or any other participant. It is incumbent on us all to respect our fellow participants and to 'call out' poor standards of behaviour. Breaching the obligations may result in disciplinary action.

By participating in a Motorsport UK event in any capacity, you are agreeing to follow the values of the governing body's Respect Code:-

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

Further details are available here:- <https://www.motorsportuk.org/racewithrespect/>

PLEASE NOTE your Championship Regulations at 3.6.1 state:-

“Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.”

WITHDRAWAL FROM THE MEETING

You are reminded that it is the competitor's responsibility to advise the Secretary of the Meeting if the decide to withdraw.

PROTESTS AND APPEALS

Where possible, paperwork will be handled electronically. Protests and appeals can be made in the usual way through either the Secretary of the Meeting or the CTCRC Clerk of the Course, using the electronic form, which is available from the Secretary, Nicole Cummins - ncummins.barc@gmail.com

You are advised to bring a suitable laptop or tablet to enable the submission of protests or appeals. Please note time limits apply.



ANY QUESTIONS / QUERIES / ISSUES

Please speak to the Secretary of the Meeting, located on the first floor of race control, or alternatively Martin Brinkworth or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting located in Race Administration on the ground floor of Race Control.

We wish you an enjoyable weekend racing.

Andrew Outterside
Clerk of the Course
aoutterside.barc@gmail.com

Martin Brinkworth
Clerk of the Course

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