



## DRIVERS' BRIEFING NOTES KIRKISTOWN

### REGULATIONS

Drivers are reminded that it is their responsibility to read the regulations and understand them. In particular the Motorsport UK National Competition Rules (Chapters 7, 9 & 12), The Championship Regulations, The Organiser's Supplementary Regulations & Final Instructions and any additional Bulletins issued. These Briefing Notes will be deemed to be part of the Drivers' Briefing and are official instructions.

### TIMETABLE

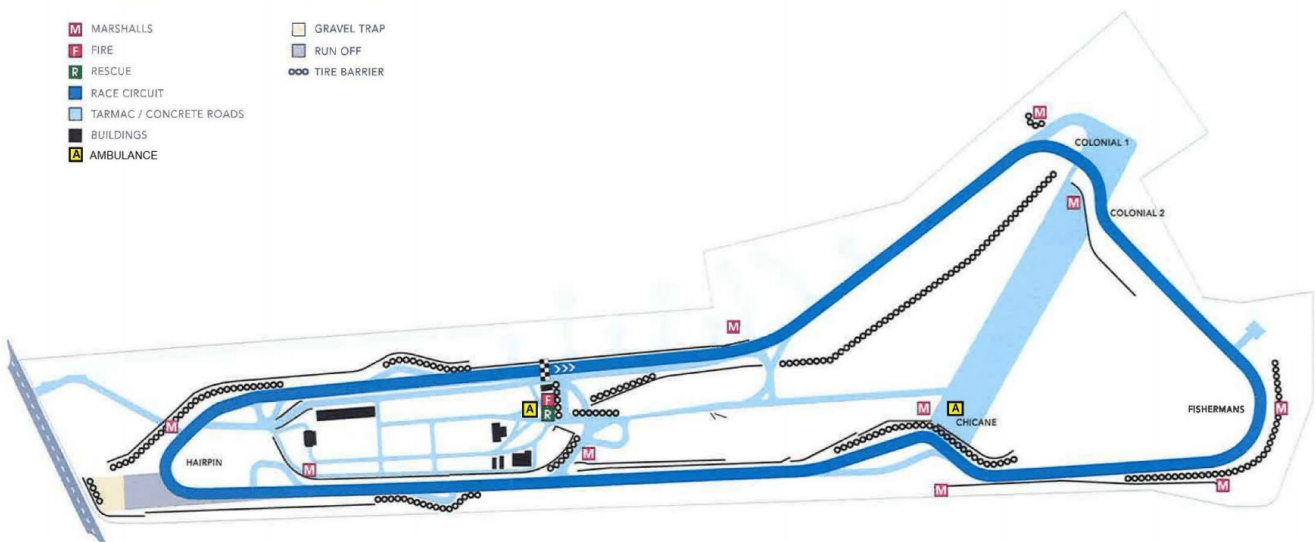
17:00 Friday – Scrutineering for all cars and drivers' personal safety equipment – Scrutineering Bay  
**After Scrutineering all drivers must collect a wristband from Race Control. No wristband = no driving.**  
08:00 Saturday – New Driver's briefing for those who haven't raced at Kirkistown before – Race Control  
08:10 Saturday – Drivers' Briefing outside of Race Control (please be ready to take your car to the Assembly Area immediately after the briefing)  
08:45 Saturday – Qualifying – 15 minutes  
10:30 Saturday – Race 1 – 15 minutes  
13:40 Saturday – Race 2 – 15 minutes  
15:40 Saturday – Race 3 – 15 minutes

Please note that all times are provisional and the programme may be brought forward to suit the conditions of the day. Please listen out for paddock tannoy announcements.

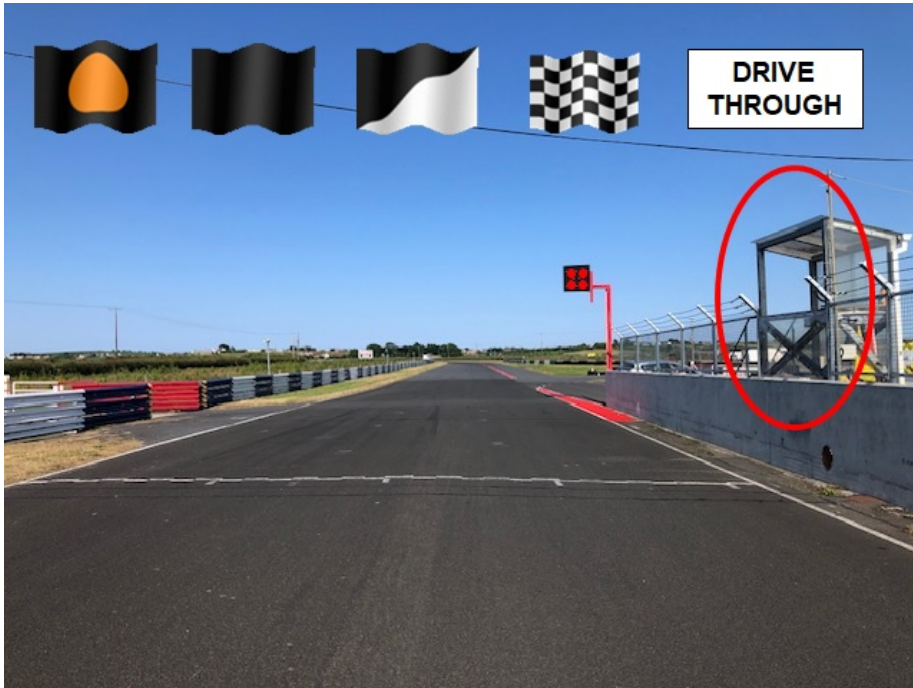
### CIRCUIT MAP – Kirkistown, 1.53 miles, 2.462km

## **KIRKISTOWN** CIRCUIT PLAN

- |                           |                |
|---------------------------|----------------|
| <b>M</b> MARSHALLS        | □ GRAVEL TRAP  |
| <b>F</b> FIRE             | □ RUN OFF      |
| <b>R</b> RESCUE           | ○ TIRE BARRIER |
| ■ RACE CIRCUIT            |                |
| ■ TARMAC / CONCRETE ROADS |                |
| ■ BUILDINGS               |                |
| <b>A</b> AMBULANCE        |                |



## TIMING CONTROL, START & FINISH LINE



Pole position is on the RIGHT.

## ASSEMBLY AREA

- The Assembly Area is located at the Western End of the Paddock.
- Please be ready twenty minutes before your session in the Assembly Area.
- All cars will be noise tested prior to their first session on the circuit.
- For Qualifying, cars will be directed from the Assembly Area to the Pitlane. The session will begin from the Pitlane exit.
- For the races, cars will be released from the Assembly Area directly to the grid.

## PITLANE

- The Pitlane Speed limit is 60kph, which will be monitored by Judges of Fact radar gun.
- There are no pitlane exit lights but drivers should obey the instruction of the marshal at the pit exit. DO NOT PROCEED onto the circuit until directed to do so.
- When exiting the Pitlane, you must keep right of the red painted area, which extends all the way to Turn 1, and be aware of faster cars approaching on the track.



- When entering the Pitlane from the track, please keep right exiting the Hairpin and give a clear signal to warn any cars behind you that you are intending to enter the Pitlane.



### RACE START PROCEDURE

Once all cars are in position on the grid (see note above in regarding the Assembly Area), the start procedure will commence by display of the following boards;

- 1- minute
- 30-seconds

Following display of the 30-second board the Green Flag will be waved to signal the start of one full Formation Lap. The pole position driver will determine the pace for the Formation Lap. An unnecessarily slow Formation Lap may result in the race duration being reduced. At the end of the Formation Lap, once all cars are stationary, the 5-second board will be displayed which will be followed by the RED start lights being illuminated. The start signal will be given when the RED lights are switched off, which will be between 2 and 7 seconds after the lights are switched on.

### DRIVING STANDARDS / ON TRACK ETIQUETTE

Please show respect to your fellow competitors whilst driving on track. Cases of poor driving will be investigated and may result in the imposition of penalties and/or be reported to the Championship Stewards.

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.

#### Contact

A driver who gains an unfair advantage through contact caused by them should surrender that advantage before the end of the lap. A driver who gains an unfair advantage may subsequently face a time/position penalty which may be greater than the advantage they initially gained on-track.

## TRACK LIMITS

Compliance with track limits is important for both fair competition and safety as the run-off areas and safety barriers are designed considering the anticipated speeds and trajectory of cars remaining within the track limits. You are reminded that Motorsport UK NCR Chapter 12, App.7, Art.6 states; "Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered to be 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."

Judges of Fact will monitor The Chicane (both apexes and right hand exit kerbs), and will report when any part of the tyre goes beyond the back of the red/white kerb. CAUTION: Do not cut the left hand apex (beyond the track limit) as there is a deep rut.



Chicane Right Hand Apex



Chicane Left Hand Apex



CAUTION: Rut behind left hand kerb



Chicane Right Hand Exit

Additionally it is not permitted to cross the white line on drivers left approaching The Hairpin or the red painted area on drivers right (pit exit line) approaching Turn 1.



Hairpin Approach - DO NOT CROSS THIS LINE



Turn 1 Approach - DO NOT CROSS THIS LINE

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<sup>st</sup> breach = Noted
  - 2<sup>nd</sup> breach = Black/White warning flag
  - 3<sup>rd</sup> breach = Five-second time penalty
  - 4<sup>th</sup> breach = Ten-second time penalty
  - 5<sup>th</sup> breach = Drive-through penalty
  - 6<sup>th</sup> breach = Black flag

### FLAG SIGNALS

Drivers are reminded to look out for flag signals and react accordingly.

Yellow flags mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through until you pass the green flag. WHEN YELLOW FLAGS - INCLUDING SAFETY CAR BOARDS ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS 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.

### INCIDENTS / SAFETY CAR / RACE SUSPENSION

If there is a red flag during Qualifying you must slow down and return to the PIT LANE. Red Flag during the races, you must slow down and return to the STARTLINE, and follow the instructions of the marshals.

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.

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 Safety Car boards and waved yellow flags will be displayed. 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 cars lengths. The Safety Car will join the track from 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 circuit respecting the Yellow Flag signals and catch up with the line of cars behind the Safety Car.

At this event laps will not be added in the event of a Safety Car intervention.

If in the opinion of the Clerk of the Course, the Safety Car deployment is likely to last more than 3 laps, the Clerk of the Course may choose to suspend the race. In this instance RED FLAGS will be displayed around the circuit. The Safety Car with the line of cars behind it will stop at the Startline.

RESUMING THE RACE FOLLOWING A SAFETY CAR DEPLOYMENT – Once the circuit is clear, and following a 1-minute countdown the race will be resumed behind the Safety Car for a minimum of one lap. Any cars that enter the Pitlane after the showing of the red flag plus those permitted to rejoin the race in accordance with Motorsport UK NCR Chapter 12, App.6, Art.51 will be released from the Pitlane to join the end of the line of cars behind the Safety Car after all cars have passed the Pit Exit.

At the end of the Safety Car deployment, the Safety Car will switch off its lights between the Chicane and the Hairpin and exit the circuit via the Pitlane Entrance. Once the Safety Car has exited the circuit the Yellow flags and SC boards will be withdrawn and replaced with Green flags. You must not overtake or overlap the car in front of you until you pass the Green flag at the CONTROL LINE (Finish Line).

#### END OF RACE PROCEDURE / PARC FERMÉ

After taking the chequered flag, 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 by turning right at the Pitlane Entrance. 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.

#### 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 ('the Review'). If following the Review the Clerk determines that there is no breach of regulation then the Clerk of the Course will determine that 'No Investigation is necessary'. This does not preclude the Competitor from lodging a Protest in accordance with Motorsport UK NCR Chapter 2 App.9.

If the Clerk of the Course considers that the incident requires further investigation and that a regulation may have been breached then the incident will be placed 'Under Investigation' and the Clerk of the Course will report the matter to the Stewards of the Event who will convene a hearing and subsequently publish a written decision.

In accordance with Motorsport UK NCR Chapter 6 App.1 Art.15 you must not leave the circuit until at least 30 minutes after your final race or until the appeal period for any incident in which you were involved has elapsed.

#### RACE WITH RESPECT

Please note the Appendix on the following page and abide by the Code at all times.

Have a safe and enjoyable event.



Steve Burns, Licence no. 85348 (Motorsport UK)  
Clerk of the Course  
Scottish MINI Cooper Cup



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://Motorsportuk.org/racewithrespect)  
#RaceWithRespect

### The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.