



Race-Specific Briefing Notes

Monoposto Championship

Castle Combe 12th June 2021

Clerk of the Course: Terry Scannell

I wish to welcome you all to Castle Combe today for rounds 5 & 6 of the 2021 Monoposto Championship.

Thank you all for your total support and brilliant racing at the last rounds at Brands Hatch a few weeks ago and may I thank you on behalf of the Monoposto Racing Club and MSVR for your support this weekend, which is greatly appreciated. It is once again superb to see so many of you with us providing such great support to the Championship.

We must all please remember to ensure that all current Covid-19 policies and precautions are adhered to throughout the weekend and your cooperation with this will be greatly appreciated for the safety of all concerned and for the efficient running of the meeting.

Also please note regarding the running of engines in the morning. Engines must not be run before 08:30 OR after 18:30. All competing cars must comply with MSUK & championship/series regulations. Competitors in the first qualifying session are permitted to run engines at idle only from 08:15.

As you will see from the Timetable the first Monoposto Grid for M1000, Classic, 1800 & 1600 are due on circuit for their Qualifying at 8.30am on Saturday. A nice early start for you!

We will plan to run ahead of the timetable if possible so please keep a watch of what is due out on track prior to your sessions and an ear out for Tannoy announcements for cars being called to assembly. When required, please make your way to assembly as soon as possible, especially to allow time for noise checking prior to qualifying. Please remember that a race prior to yours could be red flagged and shortened so it is always important to be in assembly just in case we need to release you all to the grid earlier than originally planned.

There will be two separate grids with the first group being for M1000, Classic, 1800 & 1600 and the second group for the F3, 2000 & M1400 cars. Both groups will each have a qualifying session and two races on the Saturday.



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The grid for Race 1 will be set according to the fastest lap times achieved in qualifying. Race 2 grid will be according to the fastest lap times achieved in Race 1.

Practice Procedure:

Noise checking will be carried out in the designated area just prior the Assembly Area entrance from the Paddock.

Cars will be released from the Assembly Area for the qualifying session via the Pitlane. Please follow marshals instructions and do not proceed onto the circuit if a red light is showing at Pit Lane exit. Please keep to the left of the blend line onto the circuit upon exiting the Pit Lane at any time during the weekend.

Race Procedure:

Cars will be released directly from the Assembly Area to the grid which will be formed in 1x1 Standing Start formation for each race this weekend. Please ensure that you are all ready to go as we cannot afford to wait for any car / driver to do this. Please be fair to all your fellow competitors.

When all cars are in place the starter will show a 1 min board, 30 sec board & Green flag to commence the Green flag lap. You will come back to your grid positions. Once the last car is in position the 5 sec Board will be shown, red lights turned on and between 2-7 secs later red lights off – Race Start.

Should you not able to proceed on the Green Flag lap in position and all other cars pass you please do not take up your grid position you must stay and the back and start from this position.

As always should track conditions change from Dry Qualifying to Wet for the race start the procedure will in summary be one of two potential options;

- a) Two Green Flag laps – back to Grid for standing start. Race time may start at commencement of 2nd Green Flag
- b) If conditions should dictate –We may consider a start behind Safety Car until conditions considered suitable for racing. This would be in single file format from the grid under S/C conditions.

On Track:

Castle Combe is a very fast circuit and may be new to you. It does have some specific areas that need a great deal of respect from competitors. The circuit can bite



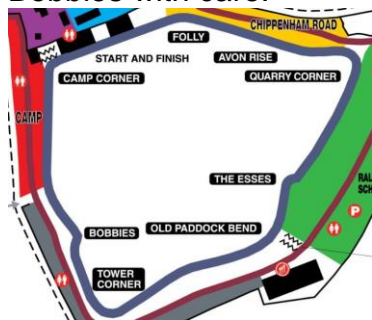
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you very quickly and hard. Please treat Quarry Corner, the Esses, Tower and Bobbies with care.



At all times respect other drivers and ensure that they have the track space that they need to be safe. Please do not attempt risky manoeuvres or aggressive defending of position. Please ensure there is no contact between cars and please drive with awareness of each other and be ready for the unexpected!

In poor visibility and wet weather, all drivers must remember that there may be much slower cars ahead of them, or much faster cars behind them: concealed in the spray. If you are closing on a slower car in heavy spray remember that it is very unlikely that he can see you in his mirrors! Please ensure you have your rear lights on.

Please respect Track Limits at all times – Please remember to keep all four wheels inside of White Lines and on Kerbs but not behind them. Judges of fact around the circuit will report should you go beyond the Track Limits.

Lap times will be taken away during Practice and Black / White flags and other penalties applied during the races

Please observe all flag / light signals – Please no overtaking under Yellows / Safety Car, or Red Flags.

Live Snatch – Local Live Snatch will not be used for any sessions at Castle Combe.

Safety Car – will be deployed as per Final Instructions - It will join the circuit at Pit Lane Exit after the first lap – Please close the train as safely and as quickly as possible without overtaking whilst taking caution for any incident / marshals / recovery on circuit. When the Safety Car is due to come in the roof lights will be



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extinguished and the Safety Car will enter the Pit Lane. Please remember NO Overtaking until you cross the start line.

If you are the leader in a race and see safety car boards and flags please slow down and create a large gap between yourself and cars that may be running in front of you and potentially due to be lapped so that we can launch the Safety Car cleanly ahead of the leader. This will certainly save your time under Safety Car conditions which can eat very quickly into a 15 minute race time.

Also be prepared for perhaps an unofficial virtual SC situation where the race leader takes the roll of the Safety Car if it, for whatever reason, cannot be deployed quickly enough to pick up the leader first time round. This scenario is **NOT** Code 60, but a normal Safety Car procedure. The plan would be then for the SC to pick up the leader cleanly on the following lap with everyone else maintaining single file, with no overtaking and all catching up with the car ahead to minimize the spread of the train of cars around the circuit.

If you have mechanical problems while on track:

Please get the car into the pits or off the track at a safe stopping point close to the nearest marshal post as soon as possible. Do not continue to stagger round, possibly dropping fluid, and acting as a moving chicane. Try to indicate to marshals what type of recovery you will need. Leave the car with steering wheel correctly attached, drive in neutral, and the electrics isolated

Any track time that's lost due to the above cannot be recovered.

Please let us all complete this weekend in a totally positive manner with a safe, clean and enjoyable and very busy weekend's racing combined with a large degree of friendly banter in between!

Many thanks,

Terry Scannell
Clerk of Course