



Driver Briefing Notes

On behalf of the D&DMC, welcome to our race meeting at Croft Circuit and thank you for supporting the event. These briefing notes should be read before you attend your mandatory championship briefing even if you have raced at the venue before.

They are split into two sections; Section 1 are notes specific to the circuit/event, and Section 2 are notes that apply to all events. These notes supplement the 2024 Motorsport UK Yearbook (The Blue Book) and the Championship/Series Regulations. Please ensure you have read the final instructions. If you have a championship briefing it is mandatory and you must attend

- Unless on the track, a speed limit of 10mph applies at the venue, internal or service roads may not be used to test race cars. The pit lane speed limit is 60kph.
- Driving Standards – Please remember to give each other ‘racing room’ – Back Markers – please be aware of blue flags – do not panic stick to a line. It remains the responsibility of the faster driver to overtake safely. The circuit is now covered fully by cameras so driving standards and light/flag compliance can be monitored.
- Prior to qualifying, please ensure that you report to the Assembly Area (adjacent to Turn 1) at least 15 minutes before your session, and in good time for noise testing. Cars will be released from there straight onto the circuit. Once released use your first lap to note the marshals post positions, signalling lights and flag points, which may be different from any test days. All competitors must complete three laps during qualifying.
- Leaving the circuit - after seeing the chequered flag (track left), slow down to complete a full lap and leave the circuit via the pit lane entrance, returning to Parc Fermé (at the end of the pit garages) as directed by officials.
- Standing Start Procedure. Cars should report to the assembly area and will be placed in grid order. Cars will be released onto the circuit at turn 1. The lap of the circuit from the Assembly Area to the grid will constitute the Green Flag Lap the 1 minute board, 30 second board and green flag will be shown there. Once the Green Flag lap is completed and all cars are on the grid the 5 Second Board will be displayed. The red lights will then be switched on and between 2 and 7 seconds the red lights will be extinguished, signalling the start of the race.
- Start Lights - these are located above the grid on the left. Once the 5 second board has been shown, the red lights will come on; the signal to start racing is the red light going out (Standing Start), for the rolling start it is when the red light goes out. In the case of light failure, the Union flag will be used. No team personnel are allowed on the pit wall for the start of the race.
- Track Limits – will be monitored by Judges of Fact. Motorsport UK Yearbook track limits regulations (Q12.21.2, Q12.22.1, Q12.27) are summarised here: In qualifying, running beyond track limits, that is the contact patch of any one wheel over the white line or edge of the kerb, will result in the loss of that particular lap time (note that a black & white flag signal need not be shown). This will occur on each occasion. In racing, track limits breaches will result in the following penalties:
1st occurrence: noted by race control.
2nd occurrence: Black & white warning flag shown;
3rd occurrence: 5 sec time penalty added;
4th occurrence: 10 sec time penalty added;
5th occurrence: Drive-through penalty;
6th occurrence: Black flag; race disqualification.
- Live Recoveries – These are permitted at Turn 1, which means that if a stranded car needs to be recovered, they may take place under ‘local’ yellow flags / lights - negating the need for a Safety Car period. All other recoveries will be done once the session is under the control of the Safety Car.
- Notice Board – on the D&DMC website is where all results and event bulletins can be found. GENERAL NOTES • Please remember we are Racing with Respect, which aims to generate a positive environment in which racing can take place. Respect for each other so give enough racing room, respect for all the flags but especially the yellow flag, no overtaking and wait for the green, respect for all marshals and officials, so remember RESPECT, INTEGRITY, FAIRPLAY, SELF CONTROL & GOOD MANNERS, motorsport.org/race with respect. • Please also remember the penalties which can impose on anyone who cannot race or behave responsibly. • Motor sport is strictly a non-contact sport. All reports of contact will be investigated, using video evidence if necessary. Any driver involved in any incident may not leave the circuit without the consent of the Clerk of the Course.
- Track behaviour -reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated.
- Yellow Light/Flag signals - yellow lights / flags are used to warn you of a hazard or danger ahead and are there primarily for the protection of the marshals handling the incident. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car (Q12.24.5.).
- Red Lights / Flags - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in the race return to the grid unless indicated otherwise. Again, overtaking is forbidden (Q12.24.3(j)).
- Safety Car - the procedures are detailed in the MOTORSPORT UK Yearbook (Q App 3); please ensure that you understand this fully before competing. Ensure that you bunch up as rapidly as possible, giving the marshals more time to sort out any on-track problems. Also remember that during the restart, overtaking/overlapping is prohibited until the GREEN FLAG at the start/finish line is crossed - this is extremely easy for us to check. . If the race is red flagged during a safety car period the safety car will stop at the control line with all cars in single file behind it, when the race is restarted the safety car will lead the competitors on a restart lap, when the safety car puts out the lights and pulls into the pit lane the green lights/flags will be displayed and the race will restart, remember no overtaking before the control line.



- Retirements – if you find that you need to retire your car due to a mechanical fault or another reason, please do your best to pull off in a safe place, close to a gap and signal with a thumbs up to marshals that you are OK, gaps are identified by large markings on the barriers. Cars stopped in dangerous positions/hard to reach places could result in a safety car, red flag and in extreme circumstances loss of a session.
- Parc Fermé - after qualifying and/or racing, competing cars may be directed into parc fermé (including retired cars). Whilst in parc fermé, the following applies: a. No work on the car may take place of any kind, including reviewing camera footage. b. No team personnel, except the driver, may enter the area. Note that failure to provide in car camera footage may lead to disciplinary measures. The onus is on you to ensure that the system is working correctly; and to identify any data cards used. • Only footage from cameras requested by the Clerk of Course will be viewed. Drivers wishing to protest other competitor's actions must do so officially in accordance with C5.1.
- At the end of your races, please wave to thank all the marshals; remember that they are all volunteers and give up their time freely and without remuneration.
- If you have any questions about these notes, or anything else concerning the race meeting contact race administration.

Finally, we wish you an enjoyable safe and successful weekend of racing.