



Cadwell Park  
2.173 Miles

## Final Instructions

4<sup>th</sup>/5<sup>th</sup> June 2011

### BRSCC CADWELL PARK RACE WEEKEND

This meeting is organised by the British Racing & Sports Car Club Ltd, governed by the General Competition Rules of the MSA, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

These final instructions should be read in conjunction with any further instructions or bulletins issued by the organisers.

Entry Enquiries: Carole Jackson

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#### 1 Permit Numbers

This event will be held under the following MSA Permit numbers

International	<b>N/A</b>	National A	<b>N/A</b>	National B	<b>65276</b>	Clubmans	<b>65275</b>
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This event is not NEAFP permitted

#### 2 Officials

MSA Steward	DG Webb
Club Stewards	I Whitworth J Delamore
Senior Clerk of the Course	D Stanley
Clerks of the Course	B Pearson K Tyrer
Permanent Clerk of the Course	M How & C Edwards (All Scottish Championships)
Secretary of the Meeting	GS Whitaker
Chief Scrutineer	J Barlow
Chief Medical Officer	Dr T Moll (Sat), Dr L Carter (Sun)
Chief Time Keeper	I Sharp
Chief Marshal	D Owen

#### 3 Passes

You will receive your allocation of 4 personnel passes by separate post. Vehicle passes have not been issued for this event.

Children are now classed as 12 and under, as opposed to 16 and under. So be aware any team member aged over 12 years must be in possession of a valid ticket for the meeting.

#### 4 Venue Access

The entrance to the circuit is on the A153 Louth to Horncastle road, 1.5 miles north east of Scamblesby. Circuit access for those not 'testing' is from 19:30hrs on the day before the event, onwards.

#### 5 Health & Safety

At all times, whilst in the confines of the venue, competitors should comply with the circuit and club guidance notes.

#### 6 Pit & Paddock Areas

### 6.1 Engine/Noise Pollution

All competitors should note that noise testing will be carried out at this event. If you are camping overnight at the circuit, the circuit management require that engines are not started **after 17.00 hours** on the evening prior to the race meeting nor **before 08.30 hours** on race day nor **after 18:45** on race day.

### 6.2 Paddock

- (a) Waste oil should be removed from the venue or disposed of in the waste oil containers where provided.
- (b) All domestic rubbish must be placed in the bins provided, any scrap vehicle parts including tyres must be removed from the venue.
- (c) Under no circumstances must any paddock surface be broken in any way i.e. tent pegs/stakes etc.
- (d) Hospitality is not permitted in the paddock/pit area without the express permission of the circuit owners. The only exception to this is hospitality for competitors and official team personnel.

### 6.3 Pit Lane

- (a) The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take due care and drive at minimum speeds in the Pit Lane.
- (b) Please observe the pit lane speed limit which is stated in your championship/series regulations.
- (c) Refuelling in the pit lane is not permitted unless allowed for in the Championship/Series Regulations.
- (d) Children under the age of 16 years are not permitted in the pit lane area.

### 6.4 Support Vehicles

The use of vehicles is not permitted unless towing a trailer for the purpose of transporting ancillary motor race equipment in the pit and paddock area. No competitor may use a support vehicle in the pit road at any time unless authorised by a race official. Any misuse of “support vehicles” will be brought to the attention of the Senior Officials and appropriate action may be taken.

## 7 Signing On For Competitors

This will be in the Paddock / Race Secretaries office, at the times allocated on the official timetable.

7.1 All drivers must provide at Signing On:

- (a) MSA Competition Race Licence or European ASN equivalent and MSA Entrants Licence (Where applicable)
- (b) Drivers Medical Certificate (if not incorporated in the Licence)
- (c) Valid Club Membership (where applicable)

Drivers are reminded that licences, medicals and upgrade cards must be valid, bearing a recent photograph and be signed by the driver before presentation to the officials at Signing On. Without these they are not valid.

7.2 It is the responsibility of the driver to collect his/her licence and/or upgrade card after the event.

## 8 Scrutiny

All vehicles will be scrutineered. This will take place in the Scrutineering Bay at the times stated on the Official Timetable.

At Scrutineering drivers must provide:

- (a) Competition Car
- (b) Paperwork from BRSCC Officials confirming driver has signed on.
- (c) Crash helmet, visor or goggles and overalls
- (d) Vehicle Identification forms (if required)
- (e) MOT/road fund licence (if required)

**Please do not go before your allotted time.**

## 9 Eligibility

In addition to the series Eligibility Scrutineers, eligibility may be checked by a member of the MSA Technical Commission, as listed in the MSA Officials' Yearbook Appendix 4(e). In addition, the following licensed Eligibility Scrutineers are authorised to carry out any inspections for all BRSCC Championships: M. Hibbins, A. Billett, and N. Jones.

## 10 Drivers Briefings

- (a) Drivers who have not previously raced on the circuit, in its current format, must attend one of the mandatory drivers' briefings, which will be held at: **08:00, 08:30, 09:30, 10:00 and 10:30** outside the Paddock Office.
- (b) Individual Championship/series briefing's maybe called as required and where not listed below, a bulletin will be issued.
  - **BRSCC Formula Jedi Championship at 13:15 on Saturday in the Scrutineering Bay**

## 11 Circuit Access

Access to the circuit will be via the Assembly Area.

## 12 Qualifying

Qualifying will take place as per the timetable. It is the driver's responsibility to be ready at least 20 minutes before their timetabled session. Scrutineering labels must be affixed to the vehicle and clearly displayed before it is allowed onto the track. Drivers should go to the assembly area 20 minutes before published times and then, when directed by the course marshal, they should proceed onto the circuit.

Double Header Races: unless championship/series regulations stipulate otherwise, grids for the second race of a double header event with only one qualifying session will be based on the finishing order of the first race. Retirements will be placed at the back of the grid in reverse order of retirement.

## 13 Race Start Procedure / Grids / Safety Car

All start procedures will be in accordance with the championship/series regulations. It is the competitor's responsibility to ensure that they are ready in good time. Under ideal conditions, the racing programme may be brought forward. Grids will be formed as per championship /series regulations and the terms of the circuit licence.

Where races are for a set time duration, the chequered flag will be shown to the race leader the first time he passes the Finish Line after the time has elapsed.

### 13.1 Standing Start

All races will be gridded up in the Assembly Area and released on to the circuit in qualification grid order. Competitors will then complete a green flag lap, past the Startline and back to the start **with no overtaking**. All competitors must maintain grid position on this lap as failure to do so may result in them being penalized. Once this lap is completed, marshals will direct you to your qualification grid position. Once all competitors are stationary there will be a reduced countdown, 30 second board down to the 5 second board will be shown and the red lights will be displayed, at some time between 2 and 7 seconds the red lights will switch off - signaling the start of the race.

The following Championships/Series will use a Standing Start

- **S&G Response Ford XR Challenge**
- **BRSCC Formula Jedi Championship**
- **Scottish Mini Cooper Cup**
- **Design911.com Porsche Championship**
- **Scottish Classic Sports and Saloon Championship**
- **Drayton Manor Park MG Metro Cup**

### 13.2 Rolling Start

Vehicles will be correctly positioned in the assembly area, then proceed as directed onto the grid where they will begin the rolling lap behind a pace car. Once the course car has returned to the pits the red lights will switch off – signalling the start of the race.

Whilst on the Rolling Lap the Pace Car Driver or Observer will judge the grid and if they are not satisfied that the formation is correct, they may elect to do a further Rolling Lap prior to the start to allow drivers to regain their correct positions. If after the Pace Car has pulled into the Pit Lane, the Starter judges that the grid is not in good formation as it approaches the Startline, he may leave the Start Lights at Red. In these circumstances all cars should proceed slowly round the circuit and stop back in position on the grid. The Start procedure will be recommenced at the 1 minute signal. It is the drivers responsibility to insure they are fully aware of the full start procedures in their Championship Regulations.

The following Championship/Series will use a Rolling Start:

- **Scottish Legends Car Championship**

### 13.3 Safety Car Intervention

The Clerk of the Course will have the facility for the use of the safety car in accordance with the Championship / Series regulations. It is the driver's responsibility to make sure they are fully aware of these regulations. The safety car will join the circuit from the pit lane exit and will exit the circuit via the pit lane entrance.

In accordance with Championship Regulations:

- The first 3 laps under the Safety Car will not count as racing laps for the Scottish Legends Car Championship.
- The race time will be stopped on deployment of the Safety Car in the Scottish Mini Cooper Cup and the Scottish Classic Sports and Saloon Championship. The clock will be restarted after 3 laps or when the race is restarted whichever is the earlier.

**In the event of circuit light failure for either start type the Union /National flag will be used to start all races.**

## 14 End Of Track Session Procedure

- 14.1 At the end of each track session all cars must complete a slowing down lap after taking the chequered flag and leave the circuit as directed by officials via the **Paddock entry road at 'Mountain Bottom'**, returning to Parc Ferme as required.
- 14.2 At the end of your race, presentations will be carried out in the Paddock in accordance with championship/series regulations. Please follow instructions of race marshals etc. In the case where the presentation does not take place immediately after the race, competitors should report to the Paddock/Race Secretaries office.

## 15 Judges

Judges may be appointed as per MSA Regulation [Q 18]

## 16 Race Day Information

Copies of practice times, grid sheets, provisional results and official bulletins, etc. will be posted on the official notice board and additional copies may be obtained from the Race Secretary's office.

## 17 Video Equipment

Video equipment must be fitted to the vehicle prior to scrutineering and the scrutineer must be advised.

## 18 Testing

Please call the circuit direct or check out [www.motorsportvision.co.uk](http://www.motorsportvision.co.uk)

## 19 Special Circuit Notes

### 19.1 Corner Cutting

Any competitor driving beyond the extent of the race track surface, to include kerbs, and driving on the grass/dirt through corner cutting and running wide, may, if adjudged to have done so, be subject to the issuing of a time penalty or in the case of a more serious offence or repeated offence be subject to a stop/go penalty. For this purpose the designated stop/go box is at the base of Race Control.

### 19.2 Pit Lane

Only two people per competing car will be allowed to stand on the Pit Wall for the purpose of signalling. During the start of a race, no personnel are allowed on the Pit Wall until all the cars are clear of the grid.

#### **Smoking is not permitted in the pit lane**

No one is allowed to ride motor cycles or cycles in the pit road at any time when the circuit is operational. It is strictly forbidden for any vehicle to move in the wrong direction in the pit road unless directed by a marshal. The penalty could be exclusion from the meeting.

### 19.3 Damage and Recovery from the Circuit

Should oil or any other substance likely to prove a hazard be dropped from any vehicle, the relevant vehicle must stop immediately at a place of safety. Competitors are hereby notified that they may be liable for any excessive clean-up costs incurred by MSV.

MSV cannot be held liable for any damage that is caused in the course of removal of any vehicle from the circuit.

**19.4 Placement of Advertising and Signage**

Teams and competitors may use the A3 clip frame information boards provided in pit garages (where applicable). Otherwise, placards, banners, advertisements, stickers, decals or leaflets must not be attached, erected, installed or placed anywhere around the MSV venue, including without limitation on any windows, fascias, hospitality suites or doors without MSV's express written permission. Any cost incurred by MSV to rectify or repair any damage caused by any breach of this provision shall be immediately reimbursed by the Team or Competitor on demand.

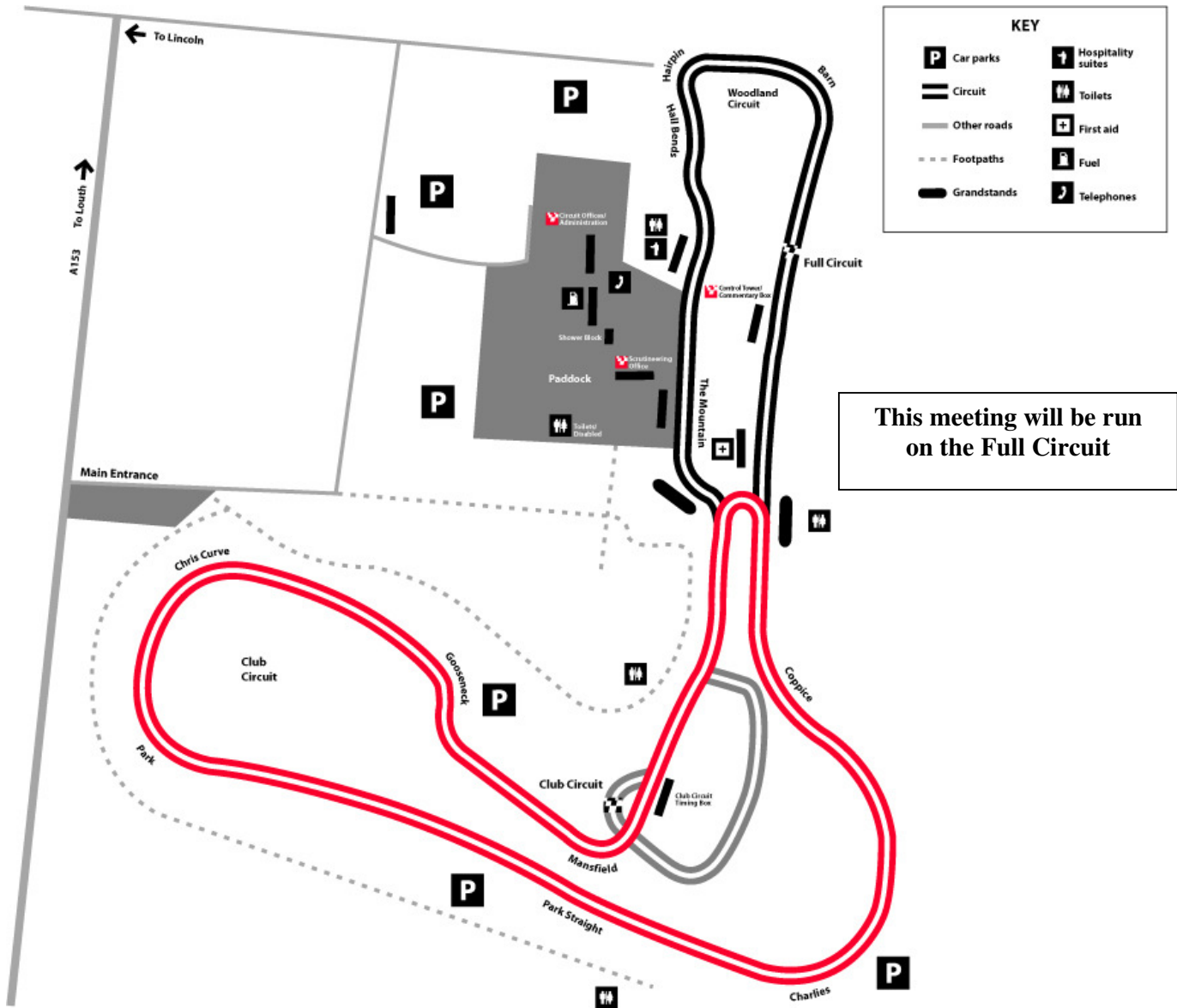
**19.5 Parking**

There will be Strictly No Parking for competitors on the level with the Scrutineering Bay.

**19.6 Timing Modules**

All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship/Series qualifying practice sessions and races.

20 CIRCUIT MAP



21 DIRECTIONS

Situated on the A153, 10 miles north of Horcastle and 5 miles south of Louth.

**Cadwell Park Circuit**  
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