

BRCA Rallycross – Round 1 Blackpool – Drivers Briefing

- Driver details on the heat list should match what you actually use on the day – check your details please!
 - Transponder number - your responsibility to have the correct one to ensure laps counted!
 - Heat number - make sure you know when you are on; if you need to know what heat is on, then use live timing (if available), look at the monitors around the rostrum (heat = top right hand corner), as well as listening to announcements at the end of races - always good to know who is on before you as a guide
 - Car number - really important, you must have **three** numbers – one on the front and one on each window on the side - not on the flat panels, and not on the wing. They need to be the official numbers at booking in, not your own, and not cut down. Need this so that referee can help you during the race as required.
- A timetable for the day has been published and this shows the expected start times for each round and final.
- Heats are graded as per ranking rules - heats 8-9 have the highest ranked drivers; heats 5-7 the next group of drivers, then 3&4 and finally heats 1&2 for the lower ranked/new drivers.
- There is a short break at the end of each round where complete “dead time” is requested, i.e. no engines or radios (more time for each round = more relaxed!)
- Warm up area - numbered to correspond to your car, use it - then you will enter the pit lane in the right order as the last heat leaves, saves fighting over space!
- Pit-lane numbered - mechanics must stand at the correct number corresponding to the driver’s car number and do any repairs or refuelling at that point - warning will be given if not. The more ordered the pit lane the less infringements and less hassle there will be.
- Drivers must also stand at the designated number on the rostrum in practice and qualifying.
- When cars are released at the start of heat warm up period, the countdown starts at 1min 30sec, you will also hear announcements at 1 minute and again at 30 seconds, after that you next thing you will hear is the horn and “clock is running” - the next time you cross the line your individual time begins.
- When refuelling during warm up, keep the pit lane clear - pick car up away from the pit lane surface, when placing the car back down, check the path is clear - we don’t want any injuries or penalties!
- During warm up you must circulate at normal speed, no driver is allowed to slow down to gain track position, or wait for the clock to begin for the main qualifying time by hanging back as they approach the line - if other cars and/or marshals are not expecting that, it can cause accidents, so you will be penalised.
- No corner cutting, even during warm up period, e.g. to get back to pits for fuel or something - you will be penalised.
- Drive and race with others as you would wish others to race with you - tight, fast, exciting racing...but fair!
- If you have a faster car behind you, make way for them at the next available time, normally the next corner by moving wide. This may be aided by the referee stating “car number xxx, a faster car is behind you” - that means the referee has noted two cars circulating closely, and having referred to the race screen has noted one car is faster than the other and hence will politely ask you to move aside. You should do so at the next corner. If you ignore this, you will be penalised, if you continue to ignore this, you will be black flagged and disqualified from the meeting.

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- If you are the faster car...be patient! It is difficult to just move over and so better to be a fraction slower on one or two small sections than have a tangle and need a marshal.
- Sometimes two cars will be circulating together but are on similar times/pace - you will hear something like "car number xx and car number xx are on similar lap times, or "are racing together" - that means the referee has noted you are close, but does not wish for one car to move aside having referred to the race screen – however it also means that you need to keep the racing clean.
- If the racing gets a little too close you may hear "car number xx keep it clean" - that means be careful, or calm down, the referee is watching and any clash that may arise is almost certain to incur a penalty.
- Corner cutting is a straight penalty - if you come off the track, you must go back on where you came off - so tempting to just continue, but don't - your time will be ruined by the penalty!
- At the end of the race you will hear "race over" and the horn - you should finish that lap and come into the pits - do not continue for a further lap - you will be penalised. It might only save 30 seconds, but if that happened in every heat that would use up around 15 minutes of the day.
- After the race, the next heat will start promptly - there IS frequency clearance between heats, but not between finals.
- You need to put your car and fuel bottle in scrutineering as you leave the rostrum, and go straight out to marshal - you have about a minute to get there so be quick!
- Marshalling - marshal as you would wish to be marshalled. That means concentrating on your section of the track - no talking to friends, no use of mobile phones, smoking etc - you will be penalised, whoever you are.
- Marshals must wear hi-vis jackets at all times.
- You must marshal the next race yourself, no substitute marshals allowed unless agreed to by referee and for very good reason (e.g. injury etc).
- If a car breaks down/stops on your section of track, take it back to your post and carry on marshalling - do not return to the pits, the mechanic should collect - if you do take it back and leave your post/section of track, you will get a warning - nothing more annoying than crashing when someone has then left the area!
- You only leave your marshal point when you are relieved - if no one turns up, you must stay there, it's annoying but be assured that they will be penalised. We must have all posts manned and keep the meeting running.
- Hi-vis jackets are required for pit lane crew and they must be BRCA members.
- Heat order for each round is not altered - all rounds start with heat 1 and finish with heat 9
- The intention is to run two rounds of practice on Day 1, with four rounds of qualifying also on Day 1
- Day 2 will start at 8am sharp, with the 5th and final round of qualification; then a short break before Christmas tree finals begin.
- Marshals for finals will come from those not bumping up in the previous finals.
- The first two finals will be marshalled by the semi finalists as well as any non bump up drivers.