

## Marshals Notes, Cadwell Park 12th & 13 July 2021,



As we have not been to Cadwell for a few years, we have put these notes together to act as a refresher to you, and ourselves, of our own Regulations and some of the Motorsport UK Regulations that have Changed.

**1, Assembly Area:** We do get some full grids of Competitors with reserves, even been known to have a “waiting list” to become a reserve, so keep an eye on the numbers going out. An up-to-date entry list will be sent over from Race Administration.

**2, Back-to-Back Competitor's:** Sometimes we may end up with Competitors doing either Back-to-Back Qualifying or Race's. We ask Competitors that require any work, normally tyres, fuel, or just Car, to inform the Assembly Area that this is required. We have found the best location to do the work is the Assembly Area, if space allows, or adjacent if not, so the Assembly area Marshals can see their progress in getting the Car ready for the next session. If we cannot see the car, we do not wait.

**3, Qualifying:** We have some “2 Car Race Teams”, you will have 2 Race Cars with the same number, 1 of the Cars will have “X” after their number. Only 1 “Team” Race Car is allowed out on the circuit at any one time. The 2nd Team Car must wait in the pit lane for the first Race Car to return from the circuit.

At Cadwell the “Second Car” will be released First, from the Assembly Area and go to the Pit Lane, in both QUALIFYING and the RACE, and come straight into the Pit Lane. Assembly Area Please remind the driver and Race Control if you have any teams.

**4, Race Grids:** Someone will bring them over to you and any amended grids. When the track is available the cars will be released from the Assembly Area to the Grid ready for the formation Lap.

Any “Race Reserves” are released to the Pit lane first, before the Main Grid, and if Grid space allowed, will start from the Pit Lane. Please remind Race Control if you have any Reserves.

For “Standing Starts”: when on the Grid and in position a 1min, 30sec, Board will be shown, and cars will be released for the “Formation lap”. On returning to the Grid and stationery, a “5 second board” will be shown, “Red” lights will be switched on, between 2 to 7 Seconds the “Red Lights” will be turned off, signalling the start of the Race.

For both Special Saloons and Modsports Series Races they will have Rolling Starts. When on the Grid and in position a 1min, 30sec, Board will be shown, and cars will be released for the “Formation lap” behind the “Pace/Safety Car”. When the last car has left the Grid and has passed the “Startline” for the first time the Red lights will be switched on. When the “Pace/Safety Car” turns off its yellow lights, cars should re-form in 2x2 grid formation behind the “Pace/Safety Car”, no more than 1 car length behind the car in front, with the speed set by the “Pace/Safety Car” (approx. 60KPH). Once the “Pace/Safety Car” is clear in the pits, with the cars approaching the Start Line the red start lights will be switched off, signalling the start of the race. All cars are free to race when the lights are switched off. Any car holding back more than 1 car length, or any car accelerating before the red lights being switched off may be penalised.

For any start, once the countdown has started, NO cars can be released onto the Grid. Any car still in the Assembly Area, MAY with the Clerk permission, join on the back or the "Formation Lap" and take the Race Start.

**5, Red Flag Qualifying:** ALL Competitors to the Pit Lane.

**6, Red Flag Race:** All Competitors to the Grid and come under "Parc Fermé" No work unless approved by a Scrutineer. Any Competitors entering the Pit lane can work on their car but will restart from the Pit lane.

**7, Hazard Board:** If the incident is well off the track and marshals are not working trackside, the incident may be indicated by a single waved yellow flag, followed by a waved green flag, or by a Hazard Area board. If a hazard has been indicated by Yellow flags as above, the flags may be withdrawn, even though the hazard remains. It will then be indicated by a Hazard Area board at the flag post preceding the hazard. It is then the competitor's responsibility to take appropriate care. So, No more 3 laps of Yellow Flag then the Hazard Board, or all cars must see a Yellow Flag first, it can go Straight to the Hazard Board. It is important that you contact Race control when the Hazard Board is displayed at your post. This action must be recorded in the Race Log.

**8, Safety Car:** The safety car is available for all Qualifying and the Race sessions. Please remember that the Green Flag is not shown after the incident when under the Safety Car, only when the race is restarted and then shown for 1 Lap. If you still find that the Incident area at risk, please report this to Race Control immediately and the situation can be reviewed.

**9, Pit Exit:** The Pit Exit is open and remain open until the safety car is approaching Post 15/16 - Mountain and it is then Closed. When the Safety Car and Convoy of Competing cars have passed the Pit Exit, it can open. The Pit Exit will be in Radio contact with the Safety Car so the Exit can be Opened and Closed at the correct time. The Clerk may instruct the Exit to remain closed until the next Lap of the Safety Car.

**10, Code 60:** We will not be using Code 60 because of Covid restrictions.

**11, On track:** the rules and regulations remain unchanged. Reports should be called in, as usual, using the phones or radios as provided, but still make out a written report if required later. It may be electronically sent to Race control [race@classicsportscarclub.co.uk](mailto:race@classicsportscarclub.co.uk) or an official may come to you and take a Photograph of the form. Flag and light signals need to be displayed in the usual manner.

**12, Track Limits:** unless you are appointed as a Track Limits Observer you will not be appointed as a Judge of Fact. Please reported as "Car ..... ran wide and continued". (If you are not sure about the car gaining time, report it as running wide).

**13, Contact:** Please report all contact nose to tail, side to side, tyre wall etc by phone. There is no exception to this procedure. Most accidents are avoidable, if no action by a Clerk, the Club may take separate Action. Tyre Wall damage or potential damage after an incident please inform race control ASAP so track staff are aware.

**14, Race Phones:** Remember you MUST dial '0' to get through to Race Control please say your post number. Your call is important please hold. 😊

**15, Fencing:** Where debris fencing is provided at marshal's posts, please ensure that you are stood behind it for your own protection.

**16, Gates:** Please ensure that any Gates onto the Circuit are closed before any on track activity.

**17, White Flag:** PLEASE remember to use it, especially while Recovery/Rescue is on the track during a Safety Car period.

**18, POST 16:** Please DO NOT report any cars leaving the circuit.

**19, Race Radios:** Although you have been issued a radio, we would prefer you to still use the telephone.

**20, CSCC Flag Radios:** The use of the flag radios is so that the Clerk of the Course has full direct contact with the Flag Marshals, this important when the Safety Car is about to be used. We can make you are aware that the Safety Car has been put on "Stand By", when the "Flags and Boards" are required, when "Scrambled", "In this Lap" then "Green Flag" restart. The Pit Exit needs to know when the "Exit" should be "open or closed". Also, the radio gives us better coverage if we must show a "Red Flag". Also keeps the Phone and Incident radio free.

**21, Pit Lane Regulations:** The Pit Lane Speed Limit is 50KPH

When stopping in the Pit Lane cars will remain parallel to the pit lane. If a car breaks down, push the car to the inner wall.

1. A mandatory 2-minute (plus overall winners' penalty) timed stop, timed from pit-in to pit-out is required during the race, unless indicated otherwise in Supplementary Regulations. It is up to the driver(s) to calculate when they should exit the pit-lane so as not to stop short.

2. A single driver may remain in the car, with belts attached and with the engine running providing they remain in the car for the stop.

3. If a driver leaves the car, for example in a 2-driver team, they must:

3.1 Stop the car,

3.2 Switch off the engine,

3.3 Unfasten belts (do not touch belts or open door until stationary),

3.4 Alight from stationary car, sanitise surfaces where required, only then can 2nd driver enter car,

3.5 Engine may be restarted only when driver is seated,

3.6 Fasten harness, ensuring belts are over FHR (where relevant),

4. For a 2-car team, the second car must wait stationary after the first comes to a halt, at adjacent pit box and only leave when ready.

5. Having completed the elapsed stationary time, cars should be safely released into pit-lane, under full control with no excessive wheel spin.

6. No refuelling allowed in any pit-stop. No tyre-changes during the mandatory 2-minute stop. In the interests of safety, a tyre change is only permitted in the event of a puncture or damage.

7. Only one person, excluding the driver(s) of each car, may work on that car during a pit stop.

**\*\* IMPORTANT \*\***

**COVID 19 Procedures and Guidelines.**

Please read the notice about wearing PPE, especially face masks at the venue.

Please, always maintain social distancing wherever possible and use PPE where social distancing cannot be maintained. If you have any COVID 19 concerns or any concerns arising from the different working practices, please contact the Chief Marshal via Race Control so that these can be passed on to the CSCC COVID 19 Officer.

When approaching a broken down/crashed car please approach from the front showing the driver the THUMBS UP. The driver should signal back that they are OK. If this signal is not received, then adopt the usual procedures to deal with the incident. Only touch the car/ open doors etc. if you are wearing appropriate PPE kit - face masks and gloves.

If it is NOT safe to approach the car from the front, please inform Race Control. DO NOT put yourself in danger.

Report to Race Control as usual

**SAFETY:**

**Safety has not changed, your safety first,**

**your fellow Marshal's next,**

**then the competitor's, they have a steel box to keep them safe,**

**you only have a bit of rag on the end of a stick.**

All Meeting Information can be found on the club's web site:

<https://www.classicsportscarclub.co.uk/cadwell>

Robert Williams,

Clerk of the Course,

Classic Sports Car Club.