



MG OWNERS CLUB RACE CHAMPIONSHIP

Castle Combe Circuit – 25 August 2025

Drivers' Briefing Notes

Event: BARC EX104 / COMBE COUNTDOWN RACE DAY

Date: 25 August 2025

Venue: Castle Combe Circuit

Senior Clerk of the Course: Gary Tanner

MGOC Clerk of the Course: Andrew Outterside

Subject: DRIVER BRIEFINGS

Date: Monday 25 August 2025

Briefing Location: The Strawford Centre

Briefing Time: 08:50

MANDATORY Face-to-Face MGOC Briefing: There is mandatory briefing on Monday morning for all drivers.

DRIVERS NEW TO CIRCUIT Briefing: There is an additional briefing by Castle Combe Racing Club at 07:30 on Monday morning in the Strawford Centre.

Any novice drivers, or drivers who have not raced at Castle Combe before **must make themselves known to the MGOC Clerk of the Course prior to the MGOC briefing commencing.**

WELCOME and INTRODUCTIONS

On behalf of the BARC, welcome to Castle Combe Circuit, your fifth meeting of the season. My name is Andrew Outterside, and I am your BARC Clerk of the Course for today.

This briefing assumes you have read the Final and Supplementary Instructions – it does not replace them. If you need to access them, they are published on the Castle Combe Racing Club Information page for the meeting via this link:-

<https://www.ccracingclub.co.uk/events/moday-25-august/>

This page also includes Timing, Timetable, and the Online Noticeboard links.

TIME SCHEDULE

There is a 15-minute qualifying session and two 20 minute races. **Based on v.3 of the timetable** the qualifying and race times are as follows: -

- Qualifying – 09:45
- Race 1 – 12:35
- Race 2 – 17:30



CIRCUIT INFORMATION

Lap length: 1.85 miles (2.98 km)

Direction: Clockwise.

Pole position: Standing Start – on Driver's RIGHT.

Assembly area: Adjacent to the Media and Medical Centres.



Start line / Finish line / Control Line: Adjacent to Post 1, just before the red framed structure.



Start lights: Located on the gantry on driver's left.

Warning flags / signals: Will be shown at the finish / control line.



Pit lane entry: On driver's left prior to Camp Corner. It is on the racing line for Camp Corner, so please make it obvious, by some form of signal (hand up / indicator) that you are going to slow and enter the pit lane. Please note the pit lane is very narrow and on a bend.



Pit lane speed limit: 60 km/h (38mph) – the speed limit starts by the bridge, here:-



Exiting the pits: On entering the circuit keep to the LEFT of the blend line – **you MUST NOT cross it – use caution - this is one of the fastest parts of the circuit.**

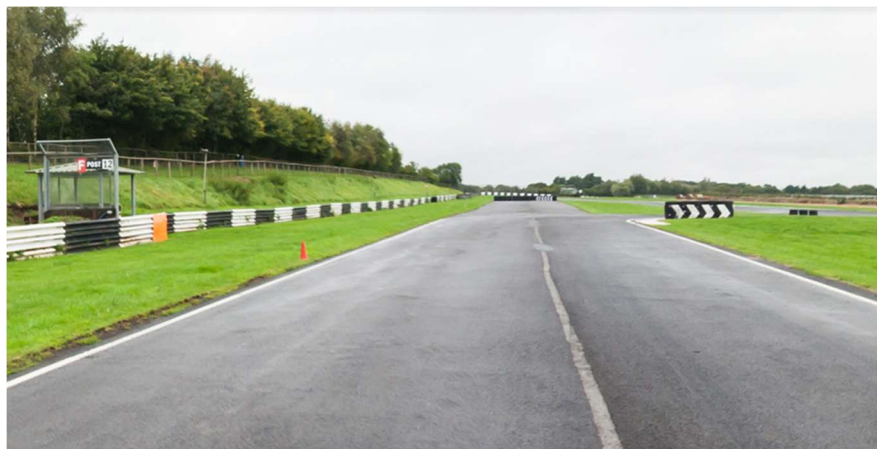




Escape roads and return to the circuit: If you do not make the turn in for the Esses or Bobbies, or choose to go straight on for another reason, you will enter a section of the old circuit – see here:-



Escape road straight on at the Esses



Escape road straight on at Bobbies

You MUST NOT do a U-turn and attempt to re-join the circuit facing the oncoming traffic.

You MUST continue along the old track - at the end are two rows of tyres with an access route through, allowing you to safely re-join the circuit. Anyone ignoring these instructions risks a penalty.

Please make sure you are in the assembly area in good time, 20 minutes before your scheduled session start time. Your session may run early. We cannot wait for late arrivals. If you are delayed for the race, you may be permitted to start from the pit lane following the start of the first racing lap.



QUALIFYING

All cars will proceed to the assembly area. Noise testing will be carried out on entry to the assembly area. Competitors will be released from the assembly area to start their qualifying session and will access the circuit via the pit lane.

If you wish to travel slowly to get a clear lap, this MUST be carried out without hindering another competitor. Please make use of your mirrors. Using more than 50% of the track to warm tyres is not permitted.

At the end of the session, competitors will take the chequered flag, proceed at reduced speed, and will exit the circuit (driver's left) into the pit lane, and then follow instructions of officials to Parc Fermé or the paddock.

Any competitor unable to complete three full laps in qualifying must report to the Clerk of the Course.

RACING - START PROCEDURE

The procedures applicable to your standing start are set out below:-

- Access to the circuit will be via the assembly area.
- Cars will proceed to the grid as directed by the marshals where they will take their position on the grid.
- When all cars are in position the countdown will commence with 1 minute and 30 second boards shown followed by a waved green flag.
- The cars will a led on the green flag lap by the Safety Car and proceed at good speed, please note using more than 50% of the track to warm tyres is not permitted. Towards the end of the green flag lap (between Bobbies and Camp corners) the Safety Car will pull to the RIGHT hand side of the track to take up position for the race start.
- At the end of the green flag lap the cars will form up on the grid again in their correct positions.
- Once the grid is complete the 5 second board will be shown on the start gantry.
- The red lights will be switched on 5 seconds after the 5 second board is withdrawn.
- The race will start when the red lights are extinguished (between 2 and 7 seconds later).
- In the event of any starting lights failure the Starter will revert to use of the national flag. The race will start on the downward motion of the national flag.
- Any car considered to be out of position on the grid will be subject to a race time penalty of 10 seconds.

Any car removed from the grid or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

Any driver unable to start the green flag lap or start the race is required to indicate their situation by raising an arm vertically or opening a door.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.



False Start

Any car considered to have made a false start will be subject to a race time penalty of 10 seconds.

For a standing start a false start is defined as:-

- in an incorrect position on the grid
- forward from the prescribed position
- moving at the time that the red lights are extinguished

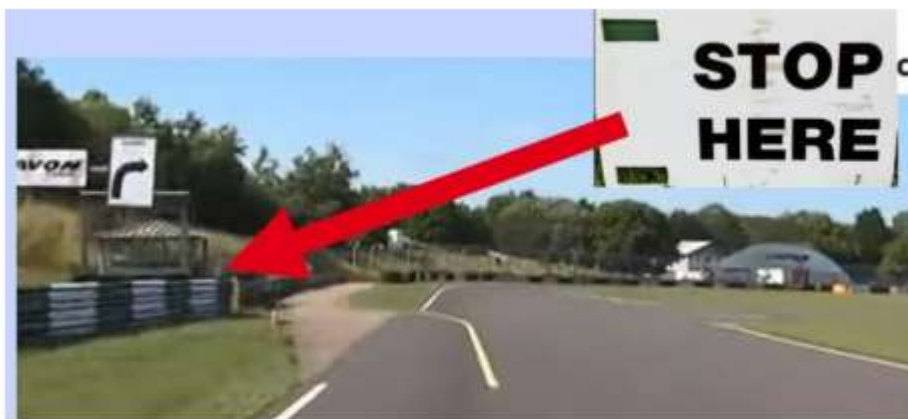
RACE FINISH – EXIT FROM CIRCUIT

All competitors will take the chequered flag, proceed at reduced speed, and will exit the circuit via the pit lane. Competitors should then follow the instructions of officials and proceed to Parc Fermé or the paddock.

FLAGS / LIGHTS

Red flag / lights:

- **IN QUALIFYING - return to the pit lane**, following the directions of the marshals at all times.
- **IN RACE - return to the grid**, stopping short of the grid to enable the formation of any revised grid, following the directions of the marshals at all times. You may be stopped between Bobbies and Camp Corners by marshals – be prepared to do so.



Yellow flag(s) / lights:

- You are reminded that yellow flags are a warning of danger, slow down and be prepared to take avoiding action or stop.

Black + Orange flag / lights:

- You must come into the pits on the next lap.



SAFETY CAR PROCEDURE

PLEASE NOTE (as this in a CCRC meeting) there is the option to use the Safety Car in qualifying as well as racing.

Waved yellow flags and "SC" boards will be displayed around the circuit. **All cars must reduce speed and form a tightly packed line, with each car no more than five car lengths apart,** except for the leader who will leave a sufficient gap to the car ahead to allow the Safety Car to join the circuit.

The **Safety Car will enter the circuit from the pit lane.** It will endeavour to pick up the leader, however in some instances it may be necessary for the Safety Car observer to wave vehicles past to pick up the leader. You may only pass the Safety Car if directed to do so.

When the Safety Car is due to be withdrawn, the lights on the Safety Car will normally be switched off between Tower Corner and Bobbies to indicate that the race is due to restart. It is then the leader's responsibility to dictate the pace of traffic before the restart.

REMEMBER

There is No Overtaking or Overlapping until you have passed the green flag at the control line

RACE SUSPENSION

Please Note - the race may be suspended under safety car conditions by bringing the race to a stop and stopping the race duration clock. The restart of the race will be under safety car where the race duration clock will be restarted.

TRACK LIMITS

Track limits will be monitored around the circuit, in particular at the Esses and Bobbies.

Please Note – the track limits regulations state that:-

A driver will be judged to have left the track **if any part of the contact patch of the tyre goes beyond either the outer edge of any kerb or the white line where there is no kerb.**

In **QUALIFYING**, any breach of the track limit regulations will result in the lap time on which the breach occurred being disallowed for the purposes of establishing grid order for the relevant race. It will still count towards the minimum number of laps required to qualify for the relevant race.

In **RACES**, a first breach will be noted. A second breach may, if possible, result in the driver being shown the black and white flag. A third breach will result in the driver receiving a 5-second time penalty. A fourth breach will result in a further 10-second penalty. A fifth breach will result in a drive through penalty in addition to the preceding time penalties. A sixth breach will result in a black flag.



TECHNICAL PROBLEMS AND INCIDENTS

If you have a mechanical problem, pull off the circuit in a safe location ASAP, preferably near a marshal post. **DO NOT continue round the circuit** with the risk of leaving oil on the track as this will affect other races. 'F' symbols at marshals' posts and elsewhere denote location of fire extinguishers.



Exit the vehicle, if safe to do so and unless told otherwise by a marshal and move to a place of safety away from the vehicle i.e., behind a barrier. A “thumbs up” signal to an approaching marshal is a useful way to send a message that you are ok. If you are involved in a heavy accident, stay in your vehicle, and await the arrival of assistance.

DRIVING CONDUCT

All incidents reported by officials and marshals will be investigated. If you wish to report an incident, please see the MGOC Clerk.

If you are called to see the Clerk about an incident that you were involved with or wish to make an informal report of an incident, please bring your SD video card if you are running a camera.

If you are involved in an incident, DO NOT leave the circuit before checking in with a Clerk.

RACE WITH RESPECT

Motorsport UK's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by MSUK's commitment to making motorsport an inclusive and safe sport for everyone. The Respect Code applies to all participants in an event, competitors, parents, officials, marshals, team managers, mechanics, spectators, or any other participant. It is incumbent on us all to respect our fellow participants and to 'call out' poor standards of behaviour. Breaching the obligations may result in disciplinary action.

By participating in a Motorsport UK event in any capacity, you are agreeing to follow the values of the governing body's Respect Code:-

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners



DRIVING STANDARDS

Below are general guidelines relating to the standard of driving expected of competitors; however, please note each incident will ultimately be considered on its own merits.

- **Contact**

Contact is not acceptable - "rubbing" is not racing (at least not in UK motorsport). A high standard of driving is expected.

Be aware of cars around you by using your mirrors. If a competitor gains an unfair advantage through contact caused by them, they should surrender that advantage before the end of the lap.

Any contact brought to the attention of the Clerk (via Race Control or by a fellow Competitor) will be investigated.

- **Overtaking**

The onus is on the overtaking car to pass safely – the driver should not expect the vehicle in front to give way if the car attempting to overtake has not gained (without contact and whilst under control) sufficient overlap. Sufficient overlap will usually be deemed to be that the vehicle attempting to overtake is **at least 50% alongside the car being overtaken.**

If the two cars are overlapped or side by side when entering a corner, each competitor must give racing room so both can take the corner without contact. The overtaking vehicle must be completely clear of the overtaken car before attempting to move back in front.

Allowances should be made for less experienced drivers, and less experienced drivers should use their mirrors to be fully aware of a faster vehicle approaching and making a pass.

- **Defence of a position**

Weaving is not permitted. In a race, more than one change of direction to defend a position against another car is not permitted.

Any driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one car width between their vehicle and the white line at the edge of the track.

Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted.

- **Gaining an Advantage (Under Yellow Lights / Flags)**

Should a driver inadvertently overtake another vehicle or vehicles in a yellow zone, the place(s) gained should be surrendered once the yellow zone has ended and when safe to do so.

If a driver inadvertently overtakes another vehicle or vehicles under Safety Car conditions, the place(s) gained should be surrendered at the earliest opportunity and when safe to do so.



PROTESTS AND APPEALS

Should any competitor wish to submit a Protest or Appeal then it must be submitted electronically – documents should be sent to the Secretary of the Meeting - Cat Dall'Occo – catd@ccracingclub.co.uk

You are advised to bring a suitable laptop computer to enable submission of protests or appeals.

ANY QUESTIONS / QUERIES / ISSUES

Please see me directly or contact me via the Secretary of the Meeting.

I wish you an enjoyable, successful, and safe meeting.

Andrew Outterside
MGOC Clerk of the Course
07831 451157

V1.3
23.08.2025