



Monoposto Tiedeman Trophy Supplementary Driver Briefing Notes Castle Combe 4th October 2025



Thank you for reading these driver notes for the Castle Combe event in October 2025. Be aware that these are to supplement, not replace, the mandatory in person driver briefing. The timetable shows this as being at 9.00am on Saturday 4th October.

The location for the briefing will be the Monoposto Club Hub in the paddock.

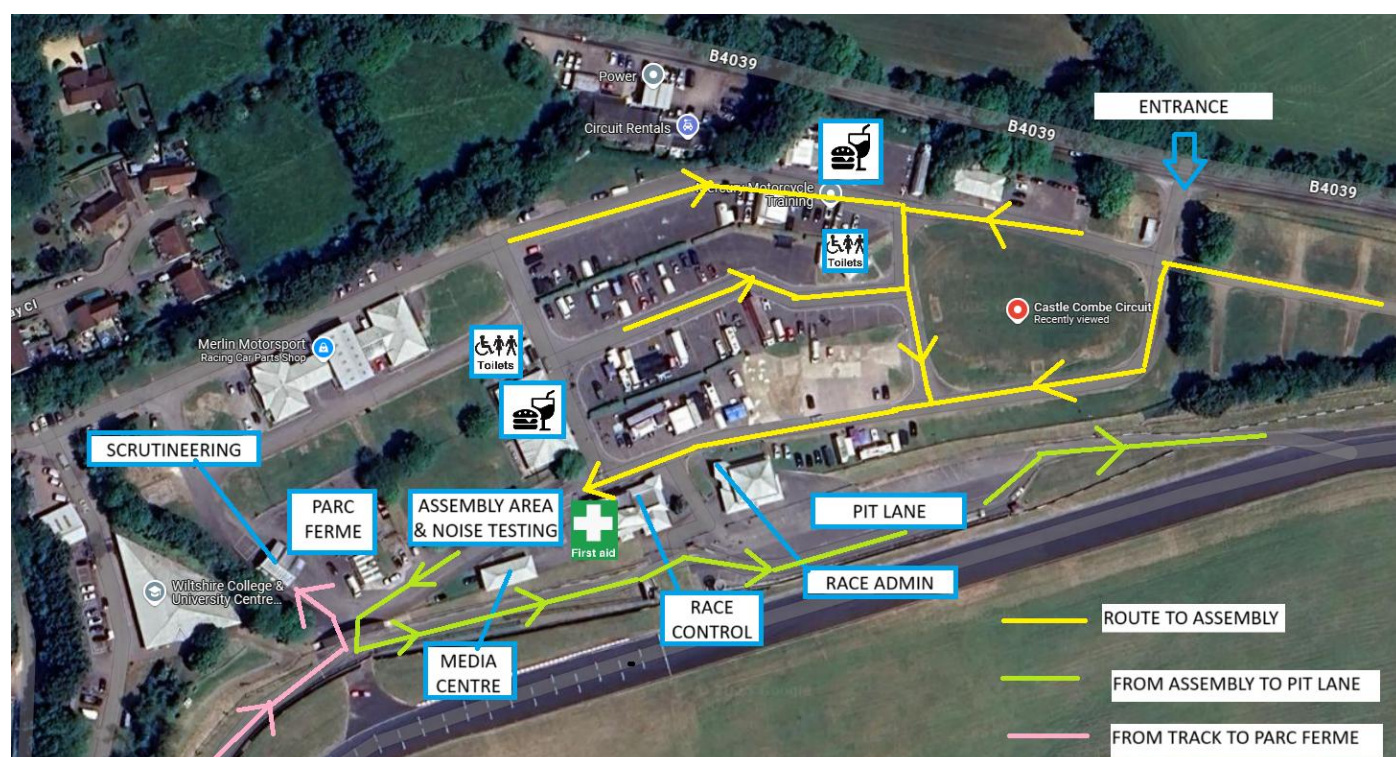
Some notes in this document may seem obvious, but they're here because others have either asked the question in advance, or not asked the question and got it wrong!

Housekeeping & Personal Preparation

- If this will be your first ever race – or first race at Castle Combe – please let me know at your briefing.
- Please ensure that you have signed on in advance of the event and that you come to the circuit with all of your required paperwork, personal safety equipment – and your car!
- The online noticeboard, including timetable, Final Instructions, entry list and other information can be found here: <https://www.ccracingclub.co.uk/events/saturday-4-october/> **This is also where bulletins will be issued so be sure to keep checking throughout the day.**

Paddock Etiquette

- There will be spectators and hospitality guests within the paddock, who may have never been to a race meeting before.
- Please keep speeds to an absolute minimum and drive with extreme caution at all times.
- A paddock layout is below for key areas – note the one way system in force.



Car Preparation

- Please ensure that you have all necessary decals on your car - series, novice cross, cut offs, extinguisher, disabled driver, etc.
- Please also have your correct race number displayed on the front and both sides of car (make sure you know what your race number is – and that the numbers match!).
- If you have been selected for scrutineering, ensure that you take your car and safety equipment to be checked in plenty of time.

Session Preparation

- Listen out for paddock announcements; we try to run ahead up to 20 minutes.
- For qualifying, arrive ready to be noise checked at the entry to the Assembly Area. Make sure that you follow instructions and don't block the medical centre entrance.
- Depending on weather conditions, you may also be asked to check your rear lights are working. Make sure you know how to operate them!
- Check your pin is **OUT** of extinguisher.
- Check your pins are **IN** your bodywork.
- Be dressed ready – overalls, helmet, gloves, HANS, etc.

Qualifying

- You will be released from the Assembly Area into the Pit Lane. **NOTE** that there is a very tight 180-degree turn under the bridge! Marshals are there to assist / manoeuvre.
- **DO NOT drive through red light at end of pit lane!!**



- **DO NOT cross blend line at pit exit. It exists for your safety and that of your fellow competitors.**



- You must complete a minimum of three laps – if you don't achieve this, come and see me as soon as possible.
- At the end of the session, three(!) chequered flags will be displayed at the control line. You must then slow down and return to parc ferme or as otherwise directed.

Race start procedure – STANDING (1x1)

- Your first race has a public grid walk prior – the procedure will be explained at the in person briefing.
- The second race start procedure is more conventional:
 - You will be released from the Assembly Area to the grid through the gate under the bridge. If you're near the rear, you may be directed wrong direction up pit lane to take up your position.
 - The Rostrum will show a 1 minute and then a 30 second board, accompanied by audible signal before being waved off on your green flag lap.
 - This lap will be lead by the Safety Car which will then pull off to driver's right just before the last corner. The front row need to then continue round to the grid to take up position.
 - Once the grid is formed, Rostrum will show a 5 second board, before 5 red lights come on one by one, then between 4 and 7 seconds later, will go off, as per a Grand Prix sequence.
- If there is a change of conditions (dry qualifying to wet race), you will get an extra green flag lap.

In sessions

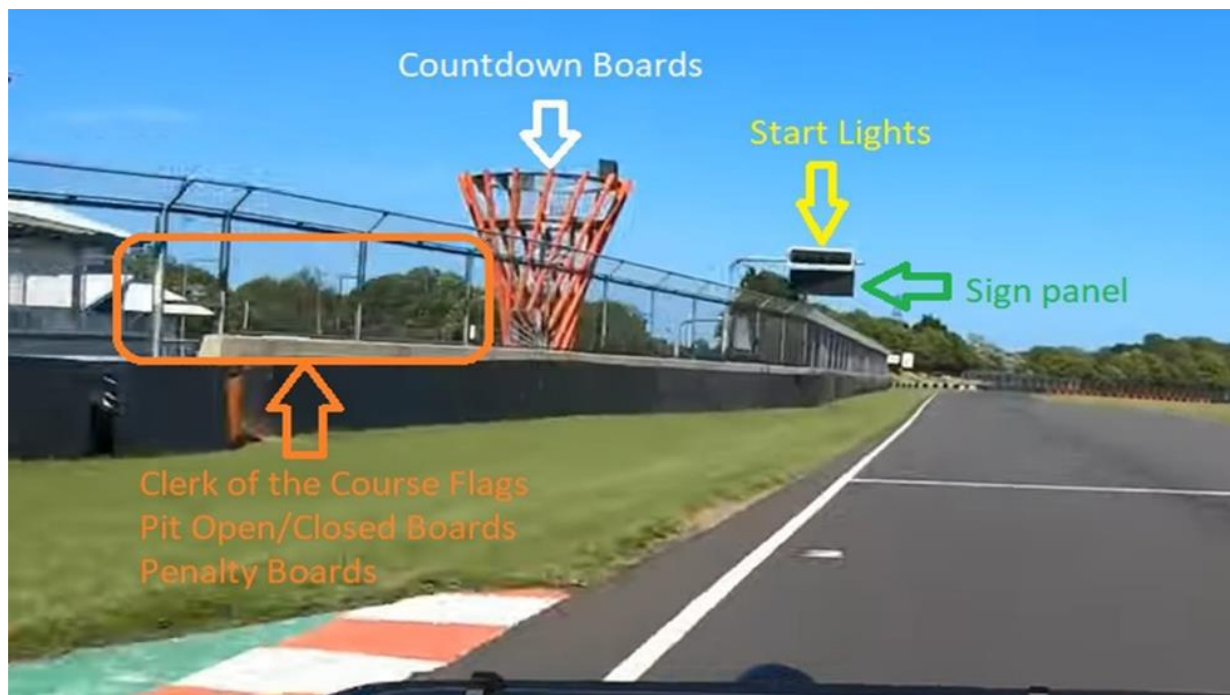
- Build up – don't try and break the lap record on your first lap!
- Braking for Quarry – Pick your braking point carefully. It's on a rise... your car may go light and snap left into the barriers.
- **Esses and Bobbies – if you overshoot, continue at low speed through the tyres to re-join when safe to do so. DO NOT U turn and face oncoming traffic.**



- Track limits are monitored around the circuit by Judges of Fact. The most common areas for transgressions are at Esses and Bobbies. For the avoidance of doubt, you can use the track, the painted white & red areas and that's it. If any part of any tyre contact patch goes over the white line or onto something green, this is a track limit.
- In qualifying the respective lap time will be removed. If you are reported three times for track limits, you will receive a black & white warning flag. If you do it a further time, you will be black flagged and may not be allowed to rejoin the session.
- In the race, track limit infringements will be as per the NCRs.



- There are NO light panels at Castle Combe, only flags – make sure you look out for them as some will not be in your immediate line of sight.
- Yellow flags and red flags mean slow down – they don't mean slam your brakes on.
- There is a matrix sign at the control line where messages and flag signals can be displayed.
- Safety Car is available for all sessions.
- No overtaking during Safety Car periods.
- At the end of a Safety Car period, you are not allowed to overlap or overtake anyone until you pass the green flag at the control line.
- Clerk of the Course flags will be shown on the control line, on driver's left.



- Watch out for blue flags but don't rely on them – use your mirrors.
- QUALIFYING RED FLAG = Return to pit lane, or as otherwise directed.
- RACE RED FLAG = you may be stopped by marshals between Bobbies and Camp corners – be prepared to do so – or as otherwise directed.



- Mechanical issues – pull off ASAP, preferably near a marshal post, but definitely in a 'safe' position. Give thumbs up to marshals as soon as possible and get out of the car to a place of safety.
- Accident – If you're OK, give thumbs up to marshals as soon as possible and get out of the car to a place of safety.
- If no thumbs up given/returned to marshal, we will assume you need medical assistance and will stop the session.
- **The medical policy is that if you are involved in any contact – however minor – you MUST report to Med Centre and be cleared by medics before you are permitted to take any further part in the meeting.**
- 'F' symbols at marshals' posts and elsewhere denote location of fire extinguishers.



- If entering the pit lane, make it obvious – indicate as best you can – as pit entry lane is also on racing line for Camp corner. It's also very narrow, blind and on a bend.



- Pit lane speed limit 37mph/60kph (from by the Bridge) and is monitored.



- Delta time at 60kph is 16.3 seconds.

I hope that you have an enjoyable weekend on and off track, and I look forward to seeing you on Saturday morning.

David Weston
Clerk of the Course

