



DRIVERS' BRIEFING NOTES
CADWELL PARK 11 / 12 APR 2026

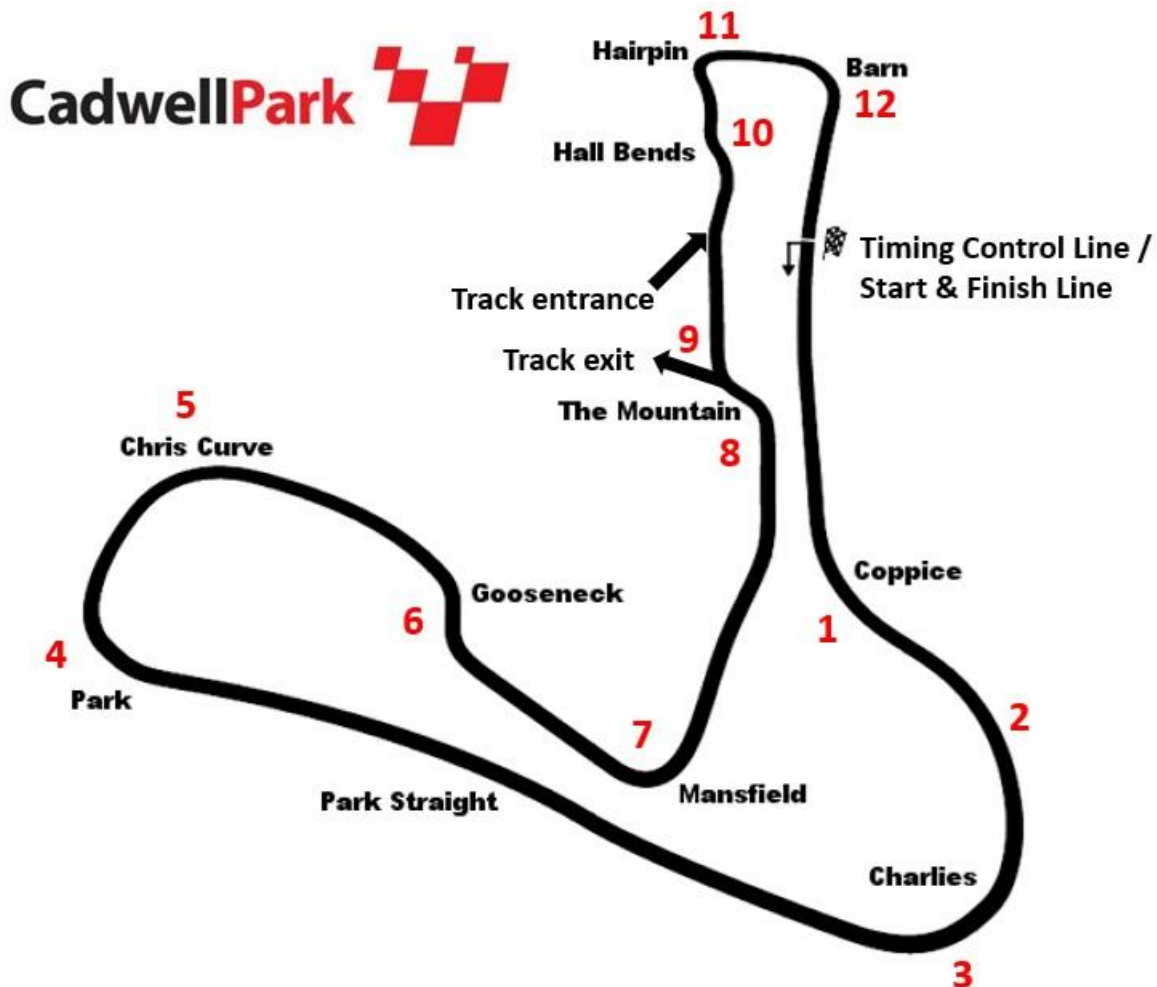
REGULATIONS

Drivers are reminded that it is their responsibility to read the Regulations and understand them. In particular the National Competition Rules (NCR) Chapters 7, 9 & 12, The Championship Regulations, The Organiser's Supplementary Regulations and any additional Bulletins issued. These Briefing Notes are deemed to be part of the Drivers' Briefing and is an Official Document.

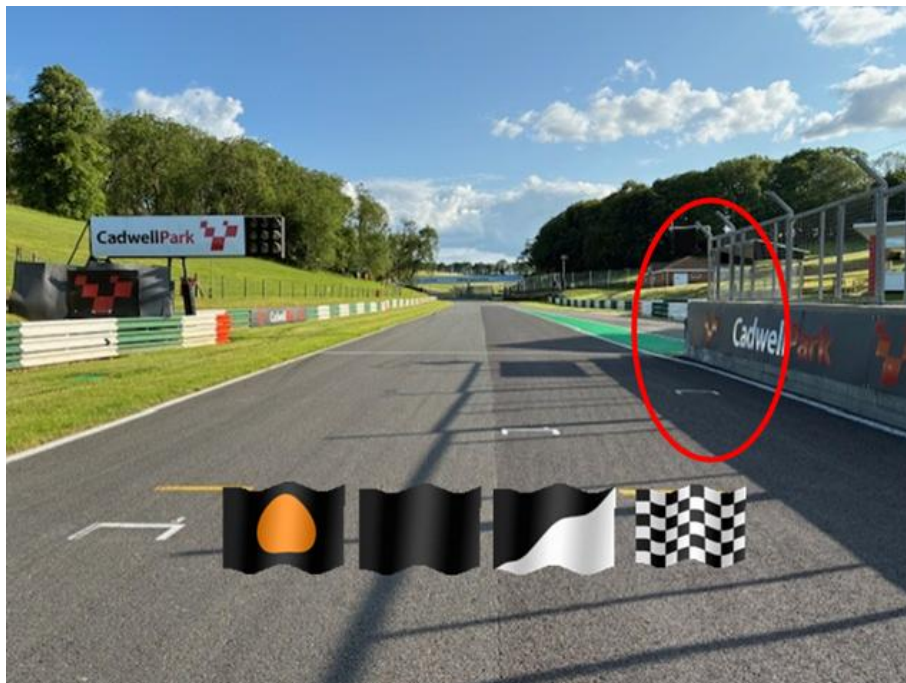
OFFICIAL NOTICEBOARD

Digital Noticeboard for all event information, results, starting grids, bulletins, and decisions can be found here [2026: Cadwell Park – April 11/12 – Welcome to the BARC.](#)

TRACK MAP - Cadwell Park Full, 3,520m



START / FINISH / TIMING CONTROL LINE & SIGNALLING AREA



At the end of the Pit wall on the RIGHT-hand side.

The Black, Black and White, Black and Orange and Drive Through board will also be displayed with a car number – please obey this instruction if shown for your car.

ASSEMBLY AREA - PRACTICE & QUALIFYING

- Please listen for Paddock announcements and proceed to the Assembly Area once the preceding session has begun.
- All cars will be noise tested prior to their first session on the circuit.
- Cars will be released from the Assembly Area straight onto the Track at Turn 10 (Hall Bends).
- If there is a Red Signal during Practice & Qualifying you must slow down and return to the PIT LANE.
- At the end of the session, please complete a slowing down lap, exit the Track at Turn 9 (Mountain Bottom) and proceed to Parc Fermé or the Paddock as directed by marshals.

TRACK EXIT (Turn 9)



Exit the Track at Turn 9 (Mountain Bottom) to return to the Paddock.

If you exit the Track during the session you will NOT be permitted to re-join the Track

Please use the PIT LANE if you wish to work on your car during the session

PITLANE



Keep RIGHT when exiting Turn 12 (Barn Corner) and give a clear signal if you are entering the Pitlane.

The Pitlane Speed limit is 60kph.

Please obey the instruction of the marshal when exiting the Pitlane and be prepared to stop. The marshal will signal when it is clear to exit the Pitlane.

Keep RIGHT when exiting the Pitlane.

RACE START PROCEDURE

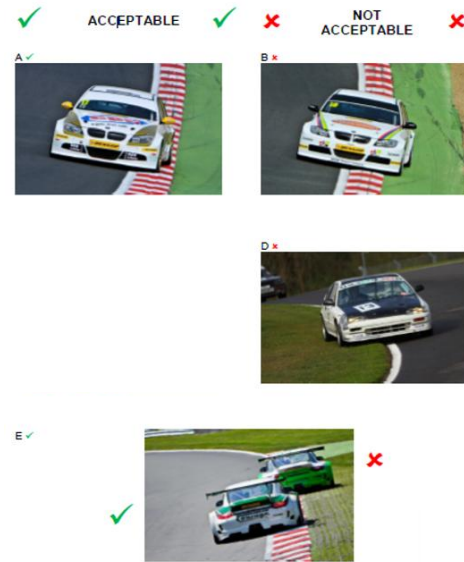
- From the Assembly Area you will proceed directly to the Grid via the Track.
- When all cars are positioned on the Grid, a 1-minute & 30-second boards will be shown followed by a GREEN flag waved from the Starting gantry.
- If you stall or spin off and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid.
- At the end of the Green Signal formation lap please return to the Grid. When all cars are stationary a 5-second board will be shown from the Starting gantry.
- The red lights will be switched on, and then at some time between 2-7 seconds the red lights will switch off – signalling the start of the race.
- In the case of starting lights failure, the Union flag will be used instead, with the start signal being given by the dropping of the flag.
- No team personnel are allowed on the pit wall for the start of the race.

TRACK LIMITS

Compliance with Track limits is important for both fair competition and safety as the run-off areas and safety barriers are designed considering the anticipated speeds and trajectory of Cars remaining within the Track limits. You are reminded that NCR Ch.12, App.7, Art.1.6 states; *“Drivers must use the Track at all times and may not leave the Track without a justifiable reason. For the avoidance of doubt, the white lines defining the Track edges are considered to be part of the Track. 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.”*

Judges of Fact will be appointed and notified in an Official Document and will report when any part of the tyre contact patch car goes beyond the back of any kerb or white line where there is no kerb. Offenders will be subject to the following escalating warnings / penalties;

- a. During Free Practice = Drivers will be warned and stopped if necessary.
- b. During Qualifying = The lap time on which the breach occurred will be disallowed for the purposes of establishing grid order for the relevant race but will still count towards the minimum number of laps required to qualify for the relevant race.
- c. During Races
 - 1st breach = Noted
 - 2nd breach = Black/White warning flag
 - 3rd breach = Five-second time penalty
 - 4th breach = Ten-second time penalty
 - 5th breach = Drive-through penalty
 - 6th breach = Black flag



LIGHT / FLAG SIGNALS

Drivers are reminded to look out for Signals and react accordingly. Yellow Signals mean danger – please reduce your speed. Overtaking is forbidden from the first Yellow Signal you pass through until you pass the Green Signal. WHEN YELLOW SIGNALS - INCLUDING SAFETY CAR BOARDS ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW SIGNALS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP. It is the onus of each driver to prove to us that in fact you have slowed down, the best way to do this is by not setting a meaningful lap time.

Light panels are installed around the Track which will be used as the primary means of communication and may be supplemented by flags.

For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels, drivers must comply with the requirements of the Signal with the highest level of safety. In order of precedence: Red Signal, Safety Car, Double Yellow Signal, Single Yellow Signal, Green Signal.

FLAG TYPE	LIGHT PANEL DESIGN
Yellow Flag	
Double Yellow Flag	
White Flag	
Green Flag	
Blue Flag	
Red Flag	
Slippery surface Flag	
Safety Car Flag	
Mechanical Problem Flag	
Unsportsmanlike behaviour Flag / Warning Flag	
Black Flag	

DRIVING STANDARDS / ON TRACK ETIQUETTE

Please show respect to your fellow Competitors whilst driving on the Track. Cases of poor driving will be investigated and may result in the imposition of Penalties and/or be reported to the Stewards.

The following sections on driving standards are guidelines. Each incident is considered entirely on its own merit.

Defence of a position

Weaving, using the full width of the Track, is not permitted. In a Race, more than one change of direction to defend position against another car is prohibited. Any Driver moving back towards the

racing line, having earlier defended their position off-line, must leave at least one Car width between their own Car 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.

Overtaking

In general, the onus is on the overtaking Car to pass safely – the Driver should not expect the Car in front to give-way if the Car attempting to overtake has not gained (without contact) sufficient overlap. Sufficient overlap will usually be deemed to be that the Car attempting to overtake is at least 50% alongside the Car being overtaken. If a Car has sufficient overlap on entering a corner, then the Car being overtaken must give enough 'racing room'. The overtaking Car must be completely clear of the overtaken Car before attempting to pull back in front.

Contact

A Driver who gains an unfair advantage through contact caused by them should surrender that advantage before the end of the lap. A Driver who gains an unfair advantage may subsequently face a time/position Penalty which may be greater than the advantage they initially gained on-Track.

INCIDENTS / SAFETY CAR / RACE STOPPAGE

If you have a problem on Track and are unable to continue, please try and stop in a place of safety, and give a 'thumbs up' to the marshals. This will avoid the session having to be disrupted to deploy medical or intervention vehicles. When it is safe to do so, you should vacate your car and get behind the safety barrier as quickly as possible, following the instructions of the marshals.

Should an Incident occur on Track during the Race, the Clerk of the Course may deploy the Safety Car to enable marshals to work safely and/or stranded cars to be moved to a position of safety. In this instance SC will be displayed on the light panels. Safety Car boards and waved yellow flags will also be shown. From this moment Drivers should cease racing and slow down progressively without heavy braking and without overtaking and catch up with the Car in front of them to form a line behind the Safety Car. Gaps between Cars should be no more than 5 Car lengths. The Safety Car will join the track from the Pit Exit in front of the Race leader. If the Safety Car fails to pick up the Race leader the Clerk of the Course will instruct the Safety Car to wave past any Cars between it and the Race leader. Cars that have been waved past should proceed around the Track respecting the Yellow Signals and catch up with the line of Cars behind the Safety Car.

If in the opinion of the Clerk of the Course, the Safety Car deployment is likely to last considerably longer than 5 minutes, the Clerk of the Course may choose to suspend the Race. In this instance RED SIGNALS will be displayed around the Track and the light panels will turn RED. The Safety Car with the line of Cars behind it will stop at the Startline.

RESUMING THE RACE FOLLOWING A RACE SUSPENSION – Once the Track is clear, and following a 1-minute countdown the Race will be resumed behind the Safety Car for a minimum of one lap. Any Car that enters the Pitlane after the showing of the Red Signal plus those permitted to rejoin the Race in accordance with NCR Ch.12, App.6, Art.9.2.a will be released from the Pitlane to join the end of the line of Cars behind the Safety Car after all Cars have passed the Pit Exit.

At the end of the Safety Car deployment, the Safety Car will switch off its lights and exit the Track. Once the Safety Car has exited the Track the SC Signals and yellow flags will be withdrawn and replaced with Green Signals. You must not overtake or overlap the Car in front of you until you pass the Green flag at the CONTROL LINE (Finish Line).

END OF RACE PROCEDURE / PARC FERMÉ

After taking the chequered flag, slow down and complete a cool down lap. Please show your appreciation to the marshals by giving them a wave on the cool down lap. Exit the Track at Turn 9 (Mountain Bottom) and proceed directly to Parc Fermé. All cars will be held in Parc Fermé until released by the Chief Scrutineer. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections. If you are a trophy winner you should make your way to the podium as quickly as possible.

JUDICIAL PROCEDURE

You are reminded that if specified in the Championship Regulations you must have a forward facing onboard camera fitted and that it is your responsibility to ensure that it is recording during all Track sessions.

All Incidents reported by the Officials / Marshals or observed by the Clerk of the Course will be noted and reviewed. Following the review the Clerk of the Course will convene a hearing and subsequently publish a written decision with the findings of the hearing.

Competitors are reminded of their requirements to remain at the circuit as defined in NCR Ch.6 App.1 Art.2.6 Any competitor who fails to appear for a hearing may have any incident reviewed in their absence.

RACE WITH RESPECT

Please note the Appendix on the following page and abide by the Code at all times.

Have a safe and enjoyable event and thank you for supporting the Scottish Motor Racing Club.





A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.