

## Season Briefing British Formula 3 2021

1. Read the specific regulations for the event and follow the Covid 19 procedures in place for signing on and scrutineering. Read current & relevant guidance on the Motorsport UK website (<https://www.motorsportuk.org/covid-19/>) and the MSVR website (<https://www.msvracing.com/media/6196/msvr-competitor-advice-from-290321.pdf>) and be aware of your obligations to be Covid 19 compliant.

Teams should keep within their own paddock allocation and avoid unnecessary contact with others throughout the event.

You must not attend any race meeting if you have any symptoms of Covid-19, or you are required to self-isolate under Government guidelines.

2. Be familiar with the procedures for **Protests and Appeals**. It's all in Section C of the MOTORSPORT UK Year Book. There are strict time limits and the costs of Protests and Appeals are in Appendix 1 of the Year Book. C5.2. Time Limit for Protests.

C5.2.1. A protest against another Competitor must be made within 30 minutes of the finish of the competition. For the avoidance of doubt if the TSL timesheet shows a qualifying or race as 'End 14:45' the time limit for protests is 15:15. An hour later after reviewing on-board video is not acceptable. Only in exceptional circumstances these time limits can be extended.

In accordance with Motorsport UK Covid 19 guidelines only an official protest, correctly lodged, will be considered.

Protest/Appeal form - <https://www.motorsportuk.org/wp-content/uploads/2020/07/2020-07-08-protest-and-appeal-form-1.pdf>

Protest advice <https://www.motorsportuk.org/wp-content/uploads/2019/08/2019-06-27-submitting-a-protest-to-the-clerk-of-the-course.pdf>

MSVR officials (in Race Administration) cannot give you any advice. In accordance with current Motorsport UK advice Protest documentation should now be submitted electronically.

3. **Behaviour – remember that abusive language or behaviour, physical assault, or threats of physical assault are all offences under the general regulations not only by you but by everybody associated with your entry. This includes Team principles, race engineers, parents, guardians etc.**

4. **Procedures** for Qualifying and Racing will vary from event to event. Make sure you know where you have to be and understand the correct procedure. Be in the right place at the right time! If you have a problem, let your coordinator know.

5. **Race Starts:** Generally, start countdown will commence at the 1 minute signal followed by 30 seconds and then the Green Flag will be displayed for the start of **one Green Flag lap**. Please complete this full lap of the circuit at a sensible speed – approx 4 minutes. Remember, if you have a problem on this lap and fall to the back you cannot take your grid position and must stay at the back.

6. On returning to the grid, when all cars are in position, the 5 second board will be shown. 5 seconds later the Red Lights will ALL be switched on. When the Red Lights are extinguished the start is given. The start lights are mounted on the gantry.

7. **Practice starts** can only be carried out at the pit lane exit. When leaving the pit lane be prepared for a car to be stopped in this area. Do not stop on the track to practice your start or when approaching the starting grid where there will be other cars and, probably marshals.

8. In exceptional circumstances the race may be started behind the Safety Car.

In this case its flashing yellow/amber lights will be turned on at the one-minute signal.

This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown.

When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.

Racing can commence when the GREEN flag is shown on the line after the Safety Car has pulled off. AT the end of a Safety Car period you can't overtake another car until you pass the Green Flag AT THE CONTROL LINE.

9. **Track limits:** You need to be aware of the track limit regulations and comply with them.

### MOTORSPORT UK Regulation Q12.21.2.

Drivers must use the track at all times and may not leave the track without a justifiable reason.

For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if any wheel of the car either goes beyond the back edge of any kerb or goes beyond the white line where there is no kerb.

Any lap time set in qualifying when track limits have been exceeded may be deleted.

Note that Motorsport UK Regulation Q12.21.4 states: Causing a collision, repetition of serious mistakes or **the appearance of a lack of control over the car (such as leaving the track)** will be reported to the Clerk of Course and **may entail the imposition of penalties** up to and including the disqualification of any driver concerned.



10. **Flag signals:**

### MOTORSPORT UK Regulation Q12.24.3

e) **Yellow flag – Waved:** Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) **Yellow flag – Double Waved:** Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector.

For the safety of the marshals, please respect them.

**RED Flag:** Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

**Blue Flags:** Please watch for Blue Flags. The onus is on the faster car to pass safely and the slower car should not suddenly change direction.

Be familiar with control flags that may be shown on the control line.

11. **Contact:** Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

12. **Excessive and aggressive defending** will not be tolerated. MOTORSPORT UK Regulations state "In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner".

13. Please respect the **blend line** at the Pit Exit. Do not cross it when leaving the pit lane. Remember that most pit lanes have a speed limit of 60 km/h.

**14. Control Flags:** Control flags (Black/White, Black/Orange etc) with car numbers will normally be shown at the line. **Know where the position is and understand what the different signals mean and comply with them.** At some circuits the same information may also be shown from electronic panels displayed alongside the start lights in addition to or as an alternative to the flags on the line.

**15. Safety Car:** be familiar with the Safety Car regulations. When you see the Safety Car (SC) boards & flags you should slow down progressively, cease racing and no overtaking, while at the same time closing the gaps. The aim is for the leader and all cars to be bunched together at around a 5 car gap to each other. The leader, on seeing the flags & boards should try to open a gap to the car in front so that, when it joins the track, the Safety Car can do so safely. During a Safety Car you can't pass other cars and should keep up with the cars in front of you. Don't leave big gaps. AT the end of a Safety Car period you can't overtake another car until you pass the Green Flag AT THE CONTROL LINE. Once the lights on the Safety Car are extinguished there must be no sudden acceleration/deceleration or 'zig-zagging'.

In certain circumstances the Safety Car (with its lights on) may drive through the pit lane with the competing cars following behind it (for instance if there is an incident on the start / finish straight).

**16.** If you leave the circuit and are not able to continue please **communicate with the marshals** with a 'thumbs up' and comply with their instructions. If you are able please leave the car as quickly as possible and get to a place of safety behind the barriers. You may be requested to assist if the car is a straight tow.

**17.** Cars are under **Parc Ferme** after the Chequered Flag. Nobody other than event officials are permitted to touch the car unless requested to do so by officials. Unless otherwise instructed Parc Ferme will be outside team awnings.

**18.** When not on the track there is a speed limit of 10 mph.

**19.** Know your responsibilities if you injure a marshal, official or spectator. See Motorsport UK Yearbook regulation H32.1.7.

**20. AT ALL TIMES** drive within the limit of your capability and that of the car. Be AWARE of what is happening around you. Give each other racing room. There is only one 'racing line' and that is when yours is the only car on track. Do not attempt overtaking manoeuvres that are marginal and likely to result in contact.

**21. RESPECT** your competitors, marshals and officials.

**22. Drugs: ANTI-DOPING**

**MOTORSPORT UK believes that competitors have the right to compete in a fair and – so far as possible – safe environment.**

MOTORSPORT UK operates an anti-doping programme in conjunction with UK Anti-Doping (UKAD). UKAD work in collaborating to protect NGBs from doping and ensuring that National Governing Bodies such as MOTORSPORT UK are compliant with the World Anti-Doping Agency (WADA) Code.

All competitors are solely responsible for any banned substance they use, attempt to use, or which is found in their system, regardless of how it got there and whether or not there was an intention to cheat.

**Banned substances can be found in any of the following categories:**

Prescribed medicines  
Over-the-counter medicines  
Recreational drugs

Performance-enhancing drugs

If you are unsure about any medicines or substances you are taking, please visit <http://www.globaldro.com/UK/search>

### **The Consequences**

Any competitor caught doping can expect the following:

A ban from ALL sport for a period of time. This includes: Competing, officiating, training and assisting an athlete

You will be unable to compete in any MOTORSPORT UK competitions

You will not be able to train in a MOTORSPORT UK approved centre for example affiliated club, funded gym, funded facility

You will not be able to receive any sports related funding  
You may lose previous medals, titles and records  
The ban affects your participation in ALL sport under the WADA banner

## Report Doping

It is vital that you report anyone who you believe is doping. If you think someone may be doping then contact UKAD – go to <https://www.ukad.org.uk/our-organisation/what-we-do/report-doping/> or call 08000 32 23 32.

- Remember that doping control can be carried out at any race meeting unannounced.

## 23. Social Media - MOTORSPORT UK have a strict policy regarding the use of Social Media.

<https://www.motorsportuk.org/wp-content/uploads/2019/08/Motorsport-UK-Social-Media-Policy-and-Guidance.pdf>

## General Guidance

- Don't write something that you wouldn't be prepared to say to someone.
- When posting on a social media website, assume that anybody can access that post.
- Check the privacy settings of your social media accounts. These settings determine the extent to which the information you share is publicly accessible.
- Determine whether you are participating in a personal or official capacity and consider whether your opinions and activity are appropriate in that context.
- Never share personal details such as home addresses and telephone numbers except with people that you know and trust, in which case it is advisable only to share such details via private messages.
- Remember that participating in social media results in your comments being permanently available and open to being re-published by other media outlets. It should be assumed that anything published in social media will remain available indefinitely, even if it is deleted from the original site.
- Respect confidentiality, stay within the legal framework and be aware that safeguarding, libel, slander, copyright and data protection laws apply.
- Be aware that your interaction with social media may attract interest from the wider media, so proceed with caution whether you are participating in an official or personal capacity.
  
- Never use social media to insult anyone directly or indirectly.
- MOTORSPORT UK Members who hold a position of trust and/or responsibility over young people (ie those under 18 years of age) in the course of their duties should be very careful when interacting with those young people via social media.
- Beware the temptation to use the 'perceived' anonymity offered by some online portals to post unacceptable comments about events or individuals.
- You should be mindful at all times that MOTORSPORT UK regulations and UK law continue to be applicable in the online environment.

Have a good and safe season.

David Scott  
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British Formula 3 2021

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