



1/24 British Open Championship 16th & 17th November 2019

Timetable of events

NO FRIDAY PRACTICE

Timings on both days are approximate and may be brought forward.

Saturday 16th

08:00 - Venue Open
08:15 - Open Practice – Approx 22 4min sessions with 30sec between
10:00 - PR24 Practice – Approx 33 3min sessions with 30sec between
12:00 - Driver Briefing
12:30 - PR24 Qualifying – 1 minute solo single best lap to count
13:30 - PR24 Race (6x4minutes)
16:30 - OG12 Practice – Approx 17 3min sessions with 30sec between
17:30 - Track Power Off
17:35 - OG12 Qualifying – 1 minute solo single best lap to count
18:30 - Open Practice – Approx 16 4min sessions with 30sec between
19:45 - Track Closed
20:00 - Venue Closed

Sunday 17th

08:00 - Venue Open
08:05 - OG12 Warm up (Preference to Sunday Arrivals) – Approx 11 3min sessions with 30sec between
08:45 - OG12 Warm up – Approx 7 3min sessions with 30sec between
09:10 - Track Power Off
09:15 - OG12 Qualifying – 1 minute solo single best lap to count (Sunday Arrivals)
09:30 - OG12 Race (6x4minutes)
12:30 - ES24 Warm up – Approx 15 3min sessions with 30sec between
13:25 - Track Power Off
13:30 - ES24 Qualifying – 1 minute solo single best lap to count
14:30 - ES24 Race (6x4minutes)
17:30 - Awards Ceremony
Prizes will be awarded for the following achievements:
1st, 2nd and 3rd in each class
Victor Ludorum
Top Main Grade
18:30 - Venue Closed

Conduct:

Competitors and spectators are asked to be on their best behaviour.

Facilities and Food

Hot and cold drinks plus snacks will be available to purchase throughout the event.
Toilet and washroom facilities are available in the clubroom and plenty of pit spaces with mains electricity supply.
On street parking is available immediately outside the venue.

Entry Fees:

£12 Per class or £30 For all three. 1/2 Price for Juniors.

Information and Driver's Briefing

Club address is:

Unit 1 Wansell Road,
Corby,
Northants.
NN17 5LX

Access and Facilities:

Access to the club is via the small gate at the right hand side of the building and up a single flight of stairs

Car Setup:

Braid recess is 0.5mm and the track power is 13.4V from two 75amp power supplies.

Format for every class:

Qualifying will be your best single lap time from a 1 minute session and will seed drivers into a 6x4 minute segmented final.

1st qualifier starts on Black in the A-Final, 2nd qualifier starts on Yellow in the A-Final, 3rd qualifier starts on Blue in the A-Final, 4th qualifier starts on White in the A-Final, 5th qualifier starts on Green in the A-Final, 6th qualifier starts on Red in the A-Final, 7th qualifier starts on Black in the B-Final etc.

The overall positions in each class will be decided by the number of laps completed during the segmented finals, regardless of which final the laps were achieved in.

After the cars and lap scores have been collected after each race, the track power will be turned on for a 1 minute warm up for competitors in the next race. Marshalls will be expected to be at their positions by this time. After the 1 minute warm up, the cars will then be placed on the starting line and the race will start.

Technical inspection:

Scrutineering will take place prior to the start of qualifying, cars will remain in 'parc ferme' between qualifying and the race for the production and eurosport classes and will be re-inspected on the startline for the OG12 class, OG12 cars will be returned to competitors overnight on Saturday.

Technical inspections may also be completed at random by the designated scrutineers at the direction of race control. Any car failing the technical inspection will be removed from the track and the race will continue. The offending car will need to pass a technical inspection before it is allowed to be raced again.

There are no local minimum ground clearance regulations, but 0.9mm under the rear of the car is recommended for a 6 x 4 minute segmented race.

Working on cars:

During a segmented race, it will not be permitted to work on cars during a lane change or a track call.

Marshalling:

Each driver will be required to marshal at least one full race immediately after they have finished their own race.

Marshals will be expected to be at their marshalling points in time for the next race to start.

If the race has to be held up due to a lack of marshals, the offending marshal or marshals shall have their lap score reduced by 2 laps for the first offence and 5 laps for the second offence. The third offence will result in disqualification from the current class.

Track Calls:

Track calls can be made:

When a car is on the wrong lane (RIDER).

When there is a track fault.

When a car is in unmarshalable positions: in the middle of the straight, under the bridge or in any another specified position agreed with race control.

When two or more cars are interlocked and the marshal cannot separate them.

Incorrect track calls will not be tolerated. The first offence will result in a recorded warning issued to the offending competitor, from race control. Each and every further offence will result in a 5 lap penalty applied to the current race.

It is expected that the caller of 'track' will call 'clear' when the issue is resolved although Race Control may restore power at any time.

E&OE.