



**The TAMS Packaging
NORTH WEALD SPRINT
SUNDAY 20th July 2025**

Drivers Briefing



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Introduction

The TAMS Packaging North Weald Sprint is organised by Green Belt Motor Club in accordance with the National Competition Rules issued by Motorsport UK, and with the support of TAMS Packaging.

The Management and Organising Team are focused on the safety of competitors, marshals and officials of the event from both the competition side and also their personal safety.

This Drivers Briefing will provide guidance for Competitors for the organisation and safe participation of all those involved.

Operating Instructions

Pre-event

Documentation should be completed beforehand by electronic means. The necessary forms to be completed will be notified to all competitors and officials in advance to allow them to complete and sign electronically, along with the necessary instruction on how to do this.

Instructions for competitors and officials will be provided electronically before the event along with written briefings, although there may be a competitor briefing at the venue prior to the event start, in which case this will be notified in the final instructions.

A backup process with signing on forms available at the venue will be available for anyone failing to complete the online forms. Nobody will be allowed to compete without having completed the signing on declaration either electronically beforehand or physically on the day.

Arriving at North Weald

Passes will be inspected on entry to ensure that only authorized people attend, no spectators are allowed.

On arrival Competitors should proceed to the paddock area where the entry will be controlled by marshals who will also issue each competitor with their Process Sheet for scrutineering and noise check before directing them to park. The area between Race Control and the Start must be kept clear as this will be a collecting area for the start where scrutineering will be located and the noise check will also be able to be conducted prior to practice runs.

Program of the Meeting

North Weald Access from	07.00.
Paddock opens	07.45.
All competitors checked into paddock by	08.45.
Marshals briefing	08.45.
All marshals checked on post by	09.00.
Competitors briefing	09.00.
Convoy runs start	09.30.
Practice runs start	10.00.
Timed runs start	Immediately following Practice.
Results announced	As soon as possible after completion of timed runs.

Competitors will be able to walk the course before 8:45 and will have the option to participate in one convoy run. There will be one practice run and then up to four timed runs, each competitor's fastest timed run counting for the awards.

There will be a lunch break of approximately 45 minutes, at a suitable time to be determined. The actual time will be decided on the day considering the running schedule and any delays.

These timings or numbers of runs are subject to change if circumstances dictate.

Scrutineering

Scrutineering will take place according to the Motorsport UK guidelines by the MSUK scrutineers who will check vehicles prior to the event to ensure compliance. The scrutineering area is shown on the course diagram **but note that any race or noisy engines must not be started prior to the 9:30am curfew**. If competitors with such engines are unable to get their vehicle to the designated scrutineering area without starting the engine, then they should make the scrutineers aware of their location in the paddock. It is a strictly enforced restriction imposed by the venue that only quietened road going cars are allowed to run the engine before 9:30. Inspections may also be made during the day in the paddock and collection area.

The process sheet will have been provided to the competitor as they arrive at the paddock.

Sound checks will be performed in the collecting area on each car as it approaches the start for its first competitive run of the day, normally the first practice run. No competitor will be allowed to participate until passing both scrutineering and this sound check and signing on and are all confirmed on the process card which will be checked and collected at this time.

Timed Run Procedures

Cars will gather in the collecting area ready for timed runs. Only the drivers will be allowed with their car in this area except under the exceptional circumstance where, by design, a car requires assistance from a mechanic to start – for example when an external battery pack is required. In these cases, one mechanic will be allowed to be in attendance with the car.

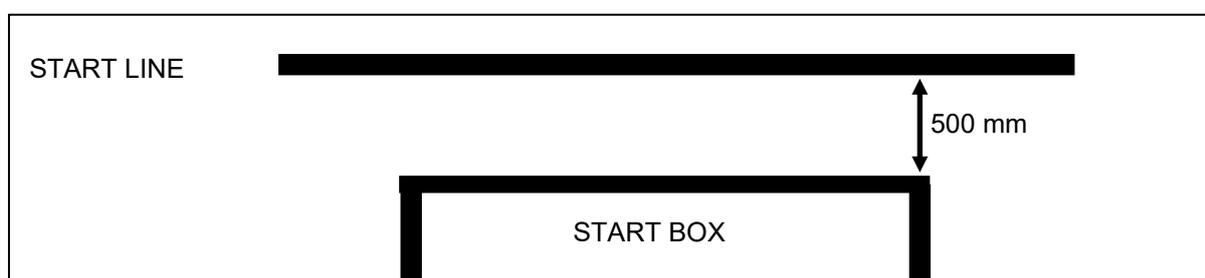
Cars will proceed to the start line under their own power and will be directed to the start position visually by the start marshal after which the start procedure will occur.

Following completion of the timed run cars should return to their place in the paddock or for double driven cars they can proceed directly to the collecting area for the driver change where the changeover may take place.

If a vehicle breaks down during a run, then the driver should stay with the vehicle, unless it is unsafe to do so, and signal to the approaching marshal with a thumbs up that they are OK. Any following car will be red flagged if it is likely to be impeded by a broken-down vehicle. On seeing a red flag, competitors should immediately slow and proceed slowly and carefully back to the collecting area where a rerun will be offered. The broken-down vehicle will be recovered to the paddock by the recovery unit, if no thumbs up was seen then the rescue unit will also be deployed.

Start Procedure

The start procedure to be used is known as the ‘European Start Procedure’



The start line and start box are marked at the start. The start beam is located at the Start Line. The start box is positioned 500 millimetres behind the start line.

- The aim is for participants to stop with the timing strut approximately at the front of the box.
- It is not critical to achieve this and no moving of the car forwards or backwards should be done to change its position.
- A pole will be used to indicate to the driver where the box line is. The car will be driven up, approximately, to the pole under its own power.

- If the car stops too far back the driver will be asked to move forwards under its own power.
- The clear to start will then be indicated, as usual, by a green start lights.

Therefore, one marshal should position the pole on the start box as an indication to the driver, it is not necessary to exactly line up the car to the pole. The marshals shall not touch or manually push/pull the car into position, it must be positioned under its own power in the box **approximately** at the front. Once the course is clear and the car is in position the lights shall be operated to indicate the car is clear to start.

Results / Queries

Access to timing and results personnel is restricted.

Results will be displayed at the event HQ during the day.

The results will also be available on the SPORTITY app using password 'AMSCSPRINT', or via the web access at [AMSCSPRINT | Sportity](#) .

Queries must be submitted to the event secretary/clerk of the course as specified in the final instructions.

Protests / Judicial

Forms will be provided for:

- Protests
- Judicial Action including Technical
- Appeals

Should it be necessary then process guidance will be provided for any procedures.

All Stewards Reports will be electronic and submitted after the event.

Official Notice Board

The Official Notice Board is located at Race HQ.

Awards

There will be an official Awards Presentation after the event. Any award not collected will be posted following the event.

Competitor Communication

PA systems will be in use to provide communication to competitors.

Contacts

Alan Barnard	Clerk of the Course	07775 808656
Stuart Kingham	Assistant Clerk of the Course	07710 040918
Chris Deal	Secretary of the Meeting	07920 840689
John Davie	Chief Marshal	07894 642854

Course Diagram

Track Licence Number: S/2025_277_01

