

## OXFORD THRUXTON ROUND – 12.13.14 AUGUST - Bulletin 2 – Race Direction info

### TRACK LIMITS & COURSE CUTTING – TURN 12/13/14 CHICANE

GREEN painted areas which are identified as being out of track limits (\* see special note below regarding TURN 12/13/14). Standard penalties for exceeding track limits are; **during practice/qualifying**: Cancellation of the lap time that the transgression occurred. **During racing**: Race Direction will impose a time or position penalty if it is judged that any advantage has been gained – special attention will be applied to track limits on the last lap of a race.

The short cut sector for Thruxton is defined between I3 – I1, refer to the diagram here. **The principle is that a rider making a mistake and short-cutting the track should lose time compared to staying on track.**

Riders cutting the track in practice and qualifying will have the lap time cancelled. Riders cutting the track in the race must be at least 1 second slower than their average normal time for that sector (“normal” = not the first lap, or any other irregular lap eg. due to changing conditions or an incident).

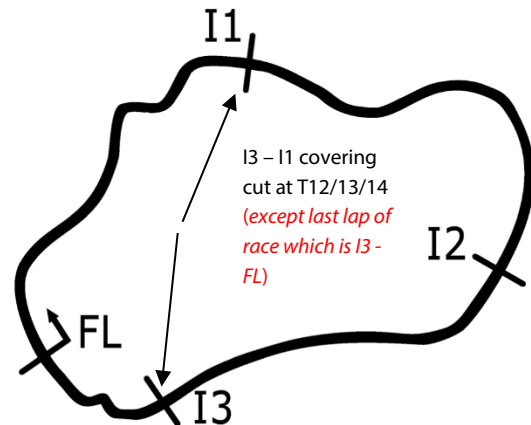
If the rider is not at least 1 second slower, a Long Lap equivalent time penalty will be imposed (2 seconds).

Any time penalties will be published on the timing monitor and to the track on the startline LED display.

Any position gained by short-cutting the track must be given back immediately.

If a rider is forced off track by another rider then only advantage gained (position or time gained) will be considered.

Note also that riders will be penalized for deliberately cutting the course to gain a better drive onto the straight. For example in qualifying, a deliberate course cut in the final chicane followed by an improved Sector 1 (FL – I1) time will result in both laps being cancelled.



### **COURSE CUT AT T12/13/14 ON THE FINAL LAP OF THE RACE**

The time penalty for a Course Cut at T12/13/14 on the last lap of the race will be 0.5 seconds based on the final timing sector of the track (I3 – Finish Line).

That is; a rider cutting the course at T12/13/14 on the last lap of the race must lose at least 0.5 seconds compared to their average normal final sector time. If the rider does not lose at least 0.5 seconds, a time penalty of 1 second will be imposed.

The usual rules apply for a rider forced off track by another rider, only time or position gained will be considered in any penalty.

### **TRACK LIMITS – TURN 10**

The flat kerb on the exit of Turn 10 (Church). The green painted areas are considered outside of track limits. A painted white section indicates the end of the useable kerb. Behind the flat kerb is a deterrent kerb painted red (not shown here).



### **PIT LANE RIDE-THROUGH EQUIVALENT TIME PENALTY**

At this venue it is established as 15 seconds.

### **CHANGE OF TYRES IN RED FLAGGED DRY RACES (E1.10)**

**In the Bennetts BSB, Quattro Group Supersport/GP2, Pirelli National Superstock (1000/1100cc), Pirelli National Junior Superstock (600) classes** – in the event of an interrupted race, at any stage, tyres may be changed irrespective of the race status (dry/wet), in this instance only, tyres used following an interruption do not require tyre identification stickers.

### **TYRES**

Please refer to the Pirelli information bulletin within FIs regarding specific tyre material available for this event for the *Bennetts BSB* class and exceptions to tyre sticker requirements for the *Pirelli National Superstock class (Sunday warm up)* and *HEL Junior Supersport (Free Practice)*.

### **LOCATION OF PENALTY BOARDS AND REMOVAL OF LONG LAP PENALTY SECTION.**

Please note that for safety reasons the Long Lap Penalty section has been removed at this venue. In the event of a penalty being prescribed for example a ride through, a time penalty or a change of position penalty, these will be displayed on the finish line LED display and/or manual boards at the finish line.

Thank you for your attention.

Race Direction.

Thruxton Circuit / 08 August 2022 / 17:00