

PIRELLI KING OF THE MOUNTAIN – CADWELL PARK – 27.28.29 AUGUST 2022

Race Direction Bulletin #2 – Information to all teams

1. TOP PADDOCK EXIT TO TRACK

Red/Green lights will be operation during sessions. A machine will only be allowed to exit on the showing of the green light. The default setting will be Red and only when the circuit is clear between Mountain Bottom and the Paddock Exit will the light switch to green if a rider is waiting. Ignoring the light signals will result in a penalty.



2. TRACK LIMITS & COURSE CUTTING – TURN 9/10 CHICANE

In the event that track limits are exceeded, or in the specific case of Turn 9/10, cutting the chicane:

- Riders exceeding track limits or cutting the track in practice and qualifying will have the lap time cancelled.
- During a race, riders exceeding track limits and judged to have gained a clear advantage will be penalized.
- During a race, riders cutting the track must be at least 1 second slower in that sector (Sector 3 I2 to FL) 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).
- Any position gained by short-cutting the track must be given back immediately. The Race Direction will exercise their judgement during the first lap of a race, due to the higher chance of riders running off track due to contact with other riders.
- If the rider is not at least 1 second slower, a 2 seconds time penalty will be imposed. (Note: there is no Long Lap procedure at this circuit).

The principle is that a rider making a mistake and short-cutting the track should lose time compared to staying on track.

- All penalties are based on a calculation from the available data – and will be published on timing monitors.
- Cutting the track due to contact by the fault of another rider (as determined by Race Direction) will not incur a standard penalty. However if the track cut results in time gained compared to the rider’s best time in that sector, the rider will be penalized by the amount of time gained.
- Riders must slow down and give time back immediately after running off track, **(within Sector 3 I2 to FL)** not in the next lap(s). A slower sector time in subsequent laps will not be considered as ‘giving back time’.

- The Black/White “rider warning” flag will be shown to persistent offenders – thereafter a further penalty may be applied.

3. **PRACTICE START ZONES**

After the chequered flag: After Turn 3 Park Straight (riders right)
 After Turn 9/10 Chicane (riders left)

These two areas will be indicated with a trackside board “PRACTICE START”

4. **RIDE THROUGH EQUIVALENT TIME PENALTY**

Set at 10 SECONDS

5. **LONG LAP EQUIVALENT TIME PENALTY: 2 SECONDS**

Long Lap Penalty - The penalty may be used to correct situations where an advantage has been gained, eg an overtake under yellow flag or safety car flag conditions that's not corrected, repeated track limits, or an unfair manoeuvre. The advantages are a “real time” penalty that can be easily understood and to replace the current in race “change position” penalty which is difficult to communicate and manage within a race with many variables. **NOTE: AT THIS CIRCUIT THERE IS NOT A LONG LAP PENALTY ROUTE – INSTEAD THE LONG LAP EQUIVALENT TIME PENALTY WILL BE IMPOSED TO THE RIDERS TOTAL RACE TIME.** Notification to the team during the race of any time penalties will be on the timing monitor and to the rider on the startline LED display.

6. **BENENTTS BSB CLASS – SUPERPOLE**

Please see specific sporting regulations covering Qualifying/Superpole.

The Race Direction

23/08/22 // Cadwell Park