

Enduroka Team Managers briefing notes

Welcome to this round of the Endurka Series.

These notes are intended to supplement those already issued, along with the Series regulations, to cover off issues that have been identified in previous rounds. The intention is to improve your race time and reduce the number of penalties incurred due to mistakes being made during the races.

Pit Stops

All cars must park at 45° where possible, but must be nose in regardless, for every pit stop. Cars must be pushed back whenever they are joining/rejoining the track- regardless of any opportunity to drive forwards at the end of a pit stop.

Given the tight nature of the pit lane, the space outside the race control building/race admin offices and after the last garage pit exit end of the pit lane may be used, PROVIDING the standard regulations are followed AND you discuss this with race control first. This should only be necessary for the 4 teams running 2 cars out of 1 garage.

There is a need for 3 mandatory driver changes for this race. For a pit stop to count as a mandatory stop, the driver taking the car onto the track must be different to the driver bringing the car into the pit lane.

Refuelling

Don't start refuelling until both the refueller and the fire attendant are present and correctly dressed and the fire extinguisher is readily available to the fire attendant. Both team members **must** wear gloves and **must** wear eye protection. The engine must be stopped, the driver out of the car and **all** doors closed before the refuelling process starts.

A 10 second delay in refuelling is much easier to overcome than a 2-lap penalty!

Safety Car

If you are aware that the safety car has been deployed, and you believe you are in the lead, instruct your driver to create a gap to the cars in front to allow the safety car to pick up the leader without having to wave other competitors past. If you are not the leader, catch up to the car in front at a sensible, reduced speed, being cautious around the incident, and bear in mind there may be marshals and circuit staff track side dealing with this incident AND collecting debris/undertaking repairs in other areas of the track.

DO NOT CREATE another safety car queue; maintain a gap of maximum 5 car lengths.

DO NOT create a situation which forces another car to overtake you.

Safety Car restarts

Make sure all drivers are aware of where the restart line is. It is the line across the track at the start lights. Remind your driver not to overtake before the line.

Parc Ferme

At the end of every session, your car must go directly to Parc Ferme. If the scrutineers decide Parc Ferme is in the box, then you must stay out of the working area of the box until it is confirmed Parc Ferme is finished.

Contact

Should we receive reports of contact, we will need you to change your camera card at the next pit stop and bring the card containing the incident to the paddock office.

Cameras

It is your responsibility to ensure the camera is always operating correctly. There must be enough space on the card for the entire time it is to be used. Therefore, please ensure it is empty for the start of each session, and that it is replaced if it is likely to become full before the end of the session it will be needed for. If the card is replaced during a session, it must be retained until the end of any judicial period associated with that session. **Expect** to be asked to prove that the camera has worked during a session, be that qualifying or race.

Other

Stop/Go and time penalties: these are to be served outside race control.

Recovered vehicles will be brought back to the paddock where possible during the race. However, they will not be brought back to your “pit area” if this meant we would need to block the pit lane for any length of time – towed cars are likely to be returned direct, but lifted cars will be dropped elsewhere, but as close as possible.

Start

All competitors must go to the assembly area in plenty of time before both qualifying and the race.

For the race, cars will form up in the assembly area and be released behind the safety car. This will be the formation lap and, providing everything is in order, the race will start at the end of this lap when the lights go out.

Track Limits

Track limits will be monitored from trackside. Anyone straight lining either of the chicanes (T2, T5) or running wide after T9 without good reason may incur additional penalties along the lines of those issued for a similar issue at Oulton Park.

If it appears that a driver is unable to maintain control of their vehicle due to the number of times, or the distance by which they are exceeding, the track limits, then they can be invited to bring the car into the pit lane explain themselves to the clerk. While you are having this chat, the car will be sat in the pit lane, not traveling around the circuit.

Contact

Should we receive reports of contact, we will need you to change your camera card at the next pit stop and bring the card containing the incident to race control.

Should we receive reports of contact, and we are able to verify this via any means available, then, in addition to the penalties listed in the regulations, it may be that we need to inspect either or both of the vehicles involved to ensure they are in a fit state to continue – either because of damage or because it is suspected there is a fault with the car(s) concerned, either mechanical or tyre related.

Flag signals

We will not accept a driver claiming not to have seen a flag signal or light panels as an excuse for not applying the relevant penalty. All penalties/warning flags will be displayed at the startline, drivers left.

Live snatch

There are no live snatches at this circuit. If we need to recover a vehicle, we will need to use the safety car.