MOTORSPORT VISION RACING

Race-Specific Briefing Notes New Millennium/Turbo Tin Tops
Brands Hatch 28th June Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at Brands Hatch.

For all sessions you will be required to go to the assembly area. Please arrive early for noise testing in qualifying and placing in grid order for the race

Qualifying

You will be sent from the assembly area to the pit lane prior to the start of qualifying. When the track is clear, you will be released onto the track start your qualifying session. At the end of qualifying, you are required to progressively slow and leave the circuit at turn 4, drivers right. Please make your way directly to Parc Fermé.

Race start procedure:

You will be directed from the assembly area to the grid. Please follow the marshals' directions and approach the grid at a reduce speed, respecting the fact that there will be officials on track

The Grid for the race will be based on qualifying times, with the New Millennium Series cars at the front, and the Turbo Tin Tops on a second Grid with a 10 - 20 second delayed start; the race will be a rolling start. The countdown will be shown at the front of the grid, drivers right. After completing one green flag lap, the red lights will be turned on and the race will start for the New Millennium race when the red lights are switched off at the start line, drivers right (if there is a failure of the lights the starter will use the national flag, the start is indicated by the lowering of the flag). The Turbo Tin Top race will be started using the Union Flag, the start indicated by the dropping of the flag. It is for the Pole position driver of the Turbo Tin tops to control the gap between the two grids. The drivers of the 2 fastest cars within the Turbo Tin Tops are required to come to race control at lunch time for an additional briefing as per the Final Instructions.

End of race:

After taking the flag, please progressively slow down leave the track at turn 4, drivers right, and **proceed directly to Parc Ferme as directed.**

Track Limits:

Track limits will be monitored both from track side and sensors.

Pit Exit:

Any car leaving the pit lane must remain to the right of the blend line for its entirety. Any car crossing the blend line may be called back into the pit lane to be reminded of the requirement to stay right of the blend line on exiting the pit lane. Do not exit the pit lane if the red light is showing.

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Pit stops:

All cars/drivers to comply with the instructions in the regulations. Therefore mandatory pits stops must be taken from 10:00 minutes after the start of the race to 25:00 minutes from the start of the race; to clarify, you must not enter the pit lane earlier than 10:00 minutes into the race, and must have entered the pit lane before 25:00 minutes into the race to complete your mandatory pit stop. The time from pit entry to pit exit is a MINIMUM of 90 seconds.

As a reminder, the CSCC pit stop regulations do stipulate the penalties that may be incurred for errors during pit stops. It is therefore beneficial to be cautious with you timings and actions to avoid any disappointments when the results are issued. If you are unsure of anything, you are welcome to come up to race control to seek clarification before the race.

Stopping trackside:

Vehicles that end up off track will be covered by local yellow lights/flags. If possible, please pull clear of the track, if not, please pull off as close to the barrier as possible. Live snatch is availably this weekend, but can only be used if drivers respect the lights/flags; failure to respond to the signals will mean the safety car will need to be used, reducing your race time.

Flag signals:

This weekend we will be relying on both light panels backed up by flag signals. Make sure you check the positioning of these on your first lap out for qualifying. Yellow lights and flags both mean slow down, no overtaking until you pass a green flag or light panel, whichever comes first.

In session communications:

Messages, such as black/white flag and time penalties may be displayed from the start line, drivers right or the overhead panel .

Blue lights/flags – another, faster, competitor is trying to pass you – so please keep to the accepted racing line and allow the faster competitor to pass you. Do not go out of your way to prevent a competitor that is lapping you, or you know is faster than you, from passing you. Do not move off line to allow the faster car past, this causes confusion and can lead to accidents!

Further to blue lights/flags mentioned above; if you are racing someone, and you want to get past them, don't expect them to jump out of your way or disappear – so no lunges up the inside. If you are not alongside at the turn in point, then the other driver has the right to the line through the corner.

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Safety Car:

The Safety Car can be used both in qualifying and the race. With the exception of the first racing lap, the safety car will join from the track after the exit of turn 3, from drivers right. On the first racing lap the safety car may be on track on the start /finish straight.

If the Safety Car panels and/or boards have been displayed, and you are the leader – slow down and create a space between you and the car in front for the safety car to pull into. This will save the need to run extra laps in order to have the lead car at the front for the restart. Everyone else, close up to the car in front, at a reduced speed, and maintain an approximate 5 car length gap to the car in front.

Safety Car restarts: All drivers need to be aware of where the restart line is. It is the control line/finish line. A reminder, there cannot be overlapping or over taking before the control line on restarts.

Have a good days' racing!   Ian Denyer, Clerk of the Course