

Race-Specific Briefing Notes EnduroKA

Snetterton, 15th / 16th March Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at Snetterton

Welcome to this round of the Enduroka Series.

These notes are intended to supplement those already issued, along with the Series regulations. The intention is to improve your race time and reduce the amount of penalties incurred due to mistakes being made during the races.

Pit Stops

All cars must park at 45°, nose in, 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.

To respect the spirit of remaining out of the working area/working on the car during refuelling, equipment such as jacks must not be placed under/adjacent to the car during refuelling.

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.

Further to email sent to all teams this week, refueller and fireman must wear a flame retardant vest available from Stuart/Dan.

A 10 second delay in refuelling is much easier to overcome than a 2 lap penalty! There is still a penalty for fuel spillages, but following feedback, this is reduced to a two lap penalty this year. Please ensure you read the specific refuelling regulations – which have been rewritten for this year - before the race, to avoid incurring unnecessary penalties

Safety Car

If the Safety Car boards and yellow flags 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.

Safety Car restarts

Please make sure all drivers are aware of where the restart line is. It is **not** where you lined up for the start of the race – it is further forward. It **is** the control line used by the time keepers for timing, it is the finish line, it **is** the line used for issuing flag signals.

If you overtake **or** over lap before the line, then it's a 1 minute stop/go penalty. So, if you or your drivers are unsure of which line is the control line – ask before the race. If you have a slow and/or inexperienced driver in the car and they want to get out of the way of other competitors for the restart, they need to come in to the pit lane and drive straight through – complying with the pit exit lights. They must not pull over/slow to let other competitors past as the other competitor will end up getting

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penalised. However, if it is shown you driver caused the overtake, you are liable to receive a penalty yourselves!

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.

Track Limits

Track limits will be monitored both trackside and from race control.

Contact

No pushing each other along the straights! You need to set your lap time and race position on your own, not by getting a push from another racer!
This is on top of any other contact – we will not accept contact!

Light/Flag signals

Light/Flag signals: As per the latest edition of the NCR's, light signals take precedence over flag signals where present. Both light signals and flag signals have the same meaning and requirements. We will not accept a driver claiming not to have seen a light or flag signal as an excuse for not applying the relevant penalty.

Pit exit, please respect the lights at the end of the pit lane, especially during a safety car period. Please be reminded that we may keep the pit exit closed for an extended period during safety cars – max 1 lap at any one time, in order to move vehicles and/or marshals in a safe manner. Please, do not cross the blend line when exiting the pit lane.

Live snatch

No live snatch – if we need to recover a vehicle, this will probably be under safety car.

Cameras

It is your responsibility to ensure the camera is operating correctly at all times. 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.

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All sessions

For all sessions you will be required to go to the assembly area, which is situated near the medical centre.

All competitors must go to the assembly area in plenty of time before qualifying, practice and the races.

If you intend on racing in more than one car, you must qualify in the additional car.

Qualifying & Race start procedure: For qualifying, you will be directed from the assembly area into the pit lane.

For the race, you will be released onto the track to make your way at an appropriate speed to the grid, please follow the marshals directions.

The race will be a 2x2 rolling start.

Driver changes and timing screens

You need to check the timing screens and the results to make sure all drivers are recorded as qualifying. Any issues, see Dan, Mandy or someone in race admin and ask them to contact the time keepers for you. Failure to do this may result in a driver not being able to compete in the race if there is no record of then qualifying.

For the race, if the driver change is not shown on the timing screen within 10 minutes of notification of a driver change via the app, then the team manager/responsible person needs to contact the time keepers. The easiest way to do this will be by going to race admin and asking them to contact the time keepers for you, so that you avoid any penalty being applied for the lack of mandatory driver changes and/or exceeding driving time.

Race Control

There is an open invitation to all of you to come up to race control (not all at once) to see what goes on, what we can and can't see, and how issues are dealt with. This invitation covers any MSVT session.

One final thing

In case you have not been notified by MSUK, the Blue Book no longer exists. This has been replaced by the NCR's, a rewritten version of the |blue |book. This is

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available for download on the MSUK website. Please note, it is being updated on a near monthly basis at the moment.

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