



Race-Specific Briefing Notes MSVT Miata Trophy

Brands Hatch, 17th May

Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at brands Hatch GP.

These notes are intended to supplement the online season briefing notes.

1. For all sessions you will be required to go to the assembly area, which is situated at the far end of the GP paddock. Please arrive in plenty of time for noise checking and parking in the correct position.
2. **Qualifying & Race start procedure:** For qualifying, you will be released into the pit lane, then the track when it is clear.
For the race, you will be released wrong direction down the pit lane, do a you turn onto the track to make your way at an appropriate speed to the grid, please follow the marshals directions.
Anyone who turns right in to the pit lane, or is not ready to join the grid when directed, will become a pit lane starter.
3. **The Grid** for the race will be based on qualifying times ,with the NC & ND cars at the front, and a separate Grid for ND Maxi cars behind. The Grids will be separated by space, but start at the same time as per the championship regulations; the races will be a standing start.
4. There will be a countdown followed by 1 green flag lap. The race will start at the end of the green flag lap once the grid is formed. The 5 second board will be displayed on the start light gantry, followed shortly after by the red lights on the start gantry being turned on. When the red lights are switched off at the start line, the race starts.
5. Please note, the start line is before the finish line

End of session/race: Complete a part lap, turning right at turn 4, and then make your way to parc ferme.
6. **Track Limits:** Please respect track limits, which will be monitored from both trackside and race control.
7. **Cameras:** these must work for both qualifying and the race. Can you please make sure you clean down the cards before each session.
8. **Live snatch:** There will be live snatch available this weekend, subject to you slowing under yellow lights/flags. Otherwise, any vehicle needing recovering during a session will rely on the deployment of the safety car.



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9. **Light/Flag signals:** Both light signals and flag signals will be in use this weekend, with light being the primary method of communication.
10. **Safety Car:** If the Safety Car light panels/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.
11. **Safety Car restarts:** All drivers need to be aware of where the restart line is. It is the finish line. This is forward of the start line.
If you overtake – including over lapping - before the line, then it's a potential penalty. So, if you are unsure of which line is the control line – ask before the race.
If you are a slow and/or inexperienced driver and you want to get out of the way of other competitors for the restart, you need to come in to the pit lane and drive straight through – complying with the pit exit lights. You must not pull over/slow to let other competitors past as you may both end up getting penalised.
12. **Contact:** Any contact that is reported by marshals or protested by fellow drivers will be investigated, with penalties applied where appropriate.
13. There is an open invitation to everyone to come to race control during other sessions to see what goes on, what we can see and how we deal with on track incidents. If you are stopping over tonight, by all means come up tomorrow.

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