



Race-Specific Briefing Notes Sports 2000

Brands Hatch 1st June 2024

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, which is situated at the far end of the GP Paddock. Please arrive early for noise testing in qualifying and placing in grid order for the race

Qualifying

You will be released into the pit lane to start your qualifying session. At the end of qualifying, you are required to progressively slow and pull off at turn 4, drivers' right and proceed to the pit lane and Parc Fermé. Parc Fermé is located on drivers' right at the start of the pit lane or adjacent to the scrutineering bay in the outer paddock for those not pulled into the GP Parc Fermé. All cars directed to the outer paddock must go directly to Parc Fermé without stopping in the pit lane. Any cars in the pit lane at the end of the session will need to be taken to Parc Fermé.

Race start procedure:

You will be directed from the assembly area to the grid, turning left into the pit lane and then doing a U-turn onto the track. Anyone entering the pit lane will become a pit lane starter. 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 race 1 will be based on qualifying times with a split grid for the classes; the race will be a standing start. The red lights will be turned on and the race will start when the red lights are switched off at the start line (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 Historics will start on the DROP of the Union flag.

The Grid for Race 2 will be the results of race 1, with no split grid. The countdown will be shown on drivers' right, at the front of the grid. After completing one green flag lap, and the grid is formed, the 5 second board will be shown. The red lights will be turned on and the race will start when the red lights are switched off at the start line (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).

End of races:

After taking the flag, please progressively slow down and return to the pit lane, again pulling off at turn 4, drivers right and **proceed directly to Parc Ferme**

Track Limits:

You are required to maintain all wheel/tyres within the white lines, or, if present, within the back edge of any painted curbs. If any part of the contact area of the tyre exceeds these



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limits, then this is a breach of the updated track limit regulations and you will be subject to the minimum of loss of times in qualifying and increasing penalties from a 5 second time penalty up to and including disqualification from the race. Track limits will be monitored both by sensors and marshals.

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 lights are showing. Use caution when joining the track as you will be pulling straight on to the racing line.

Cameras:

These must work for both qualifying and the race. Can you please make sure you clear down your camera card before each session. Tough penalties may be applied to anyone who fails to have a working camera or whose card is a full before the end of the session.

Stopping trackside:

If possible, vehicles that end up off track will be assisted by marshals under local yellow lights/flags. If marshals are unable to get a vehicle back to the track, or a safe place, then the safety car will be deployed so that the vehicle can be recovered by mechanical means. Please pull off as close to the barrier as possible.

Drivers need to respond accordingly. Failure to respect lights/flags during **any** trackside assistance will result in the session being stopped for any further recoveries, along with penalties being issued to those drivers failing to comply.

Light/Flag signals:

As per the latest edition of the Blue book, 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.

For light signals, such as the one part way through Paddock Hill (turn 1), which is set in a straight on position after the marshals post, the start of the sector where overtaking is not permitted when the yellow light(s) is(are) shown, will be the marshals post immediately before the light panel. For those light panels at the trackside, then the start of the no overtaking sector where overtaking is not permitted when the yellow light(s) is(are) shown, will be the point at which the light panel is located.

If both flags and light signals are displayed at the same turn, the no overtaking sector begins at the earlier point, light panel or flag being displayed.



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In session communications:

Messages, such as black/white flag and time penalties may be displayed from the pit wall and/or the gantry next to the start lights.

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.

Safety Car:

If the Safety Car boards and light boards/ 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. 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 **not necessarily** where you lined up for the start of the race. 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.

Final point:

Finally, if you want to know what goes on in race control, ask and I will try and spend some time with you.

Have a good days' racing!

Ian Denyer, Clerk of the Course