



**Race-Specific Briefing Notes Track Day Championship/Trophy  
Brands Hatch 26<sup>th</sup> October 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. 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, once the track is ready, you will be released onto the track. At the end of qualifying, you are required to progressively slow and enter the pit lane and Parc Fermé. Parc Fermé is at the start of the pit lane, drivers right.

### **Race start procedure:**

You will be directed from the assembly area to the grid, turning left out of the assembly area, travelling a short distance wrong direction down the pit lane, then doing a U-turn onto the track. Anyone turning right into the pit lane will become a pit lane starter. Please follow the marshals' directions and approach the grid at a reduced speed, respecting the fact that there will be officials on track.

No practice starts or slowing and then accelerating hard, particularly as you approach the grid.

The Grid for the race will be based on qualifying times; the race will be a standing start. 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.

### **End of race:**

After taking the flag, please progressively slow down and return to the pit lane in the same manner as qualifying, going 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 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.

### **Pit Exit:**

Keep to the right of the blend line until you have reached the end of the blend line and assessed the whereabouts of other competitors, do not pull straight to the left.

### **Pit stops:**

All cars/drivers are to comply with the instructions of the pit lane marshals. A dim view will be taken of anyone endangering other people in the pit lane.



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#### 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.

Remember, the camera is there to defend you, to show that you were not at fault in an incident – therefore the lack of camera footage may suggest you are at fault and trying to hide this.

#### Stopping trackside:

Vehicles that end up off track will be covered by local yellow lights and flags. Please pull off as close to the barrier as possible. Drivers need to respond accordingly. In all probability, the safety car will be deployed in order to recover the stranded car. If possible, please pull clear of the track.

There will be no live snatches.

#### Flag signals:

This weekend we will be using both lights and flags. Respect both the lights and flags, responding to whichever you come to first – they have the same meaning and importance!

#### In session communications:

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

Any in race penalties are to be served in the pitlane.

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, 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.

If you are racing someone and they disappear from sight, assume they are in your blind spot and allow appropriate space for them to stay on track and avoid contact.

#### 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 appropriate 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



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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 before the line, then it is possible you will incur a penalty. So, if you or your drivers are unsure of which line is the control line – ask before the race.

#### **Racing Line:**

The perceived "Racing Line" only occurs in reality in two instances. The first, and not relevant to this weekend is in simulators. The second, and relevant to this, and other race weekends, only occurs when you are on track alone. At any other time, especially when you are practicing/qualifying/racing close to someone, then, you need to adjust you racing line to avoid contact. If someone is along side you, they will not disappear so that you can use the perceived racing line. You will both need to make allowances for the other vehicle. so that you both remain safe, on track and not making contact with each other.

Have a good days' racing!

Ian Denyer, Clerk of the Course