



Race-Specific Briefing Notes

EnduroKA

Silverstone, 14th April Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at Silverstone.

Welcome to this round of the Enduroka Series.

These notes are intended to supplement those already issued, along with the Series regulations, to cover off issues that have been identified in previous rounds. 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.

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.

A 10 second delay in refuelling is much easier to overcome than a 2 lap penalty!

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

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



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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

While you/your drivers may feel they are gaining an advantage over a fellow competitor by exceeding the track limits, the time lost due to penalties incurred will more than reverse that advantage.

If it appears that a driver is unable to maintain control of their vehicle due to the number of times, or the distance by which they are exceeding, the track limits, then they can be invited to bring the car in to the pit lane and explain themselves to race control. While doing this, the car will be sat in the pit lane, not traveling around the circuit.

Contact

Should we receive reports of contact, and we are able to verify this via any means available, then, in addition to the penalties listed in the regulations, it may be that we need to inspect either or both of the vehicles involved, during the race, to ensure they are in a fit state to continue – either because of suspected damage or because it is suspected there is a fault with the car(s) concerned, either mechanical or tyre related.

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.

Live snatch

Whenever possible, vehicles that end up off track, such as in a gravel trap, will be recovered using live snatch and local yellow flags/lights. Drivers need to respond accordingly. Failure to respect flags/lights during a live snatch will result in the safety car being used for any further live snatches, along with penalties being issued to those drivers failing to comply.

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. **Expect** to be asked to prove that the camera has worked during a session, be that qualifying or race.



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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. Please remain in your vehicle in the assembly area.

All competitors must go to the assembly area in plenty of time before both qualifying and the race.

Qualifying & Race start procedure: For qualifying, you will be directed from the assembly area on to the Track, the session starts as soon as the green flag is displayed to the assembled competitors.

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.

Have a good days' racing!

Ian Denyer, Clerk of the Course