



Race-Specific Briefing Notes

MSVT Miata Trophy

Silverstone, 13th April Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at Silverstone.

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 near the medical centre.
Please remain in your vehicle in the assembly area.
2. **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.
3. **The Grid** for the race will be based on qualifying times with the top 5 positions decided by the super pole session, as detail in the pre- event instructions and championship regulations; the races will be a standing start.
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).
Please note, the start line is ahead of the finish line
4. **End of session/race:** After taking the flag, please complete a full lap of the circuit and enter the pit lane and **proceed directly to Parc Ferme**, without stopping at your garage. For those who have qualified in the top 5 positions in class, you will be directed back to the assembly area for the super pole session.
5. **Track Limits:** Unfortunatley, as you are racing to MSUK regs, and not BTCC or F1 regs, you are required to maintain all wheels/tyres within the white lines, or, if present, within the back edge of any painted curbs. Failure to comply with this requirement will result with 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.
6. **Cameras:** these must work for both qualifying and the race. Can you please make sure you clean down the cards before each session.
7. **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 lights/flags. Drivers need to respond accordingly. Failure to respect lights/flags 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.



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8. **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.
9. **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.
10. **Safety Car restarts:** All drivers need to be 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 potential disqualification for over taking under yellow flags. 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 the other competitor will end up getting penalised. However, if it is shown you caused the overtake, you are liable to receive a penalty yourselves!
11. **Contact:** Should we receive reports of contact, and we are able to verify this via any means available, then, in addition to any appropriate penalties listed in the regulations, it may be that we need to inspect either or both of the vehicles involved, during the race, via the displaying of the black/orange flag requiring you to come into the pit lane. This is to ensure you are in a fit state to continue – either because of damage or because it is suspected there is a fault with the car(s) concerned, either mechanical or tyre related.

Have a good days' racing!

Ian Denyer, Clerk of the Course