



Classic Touring Car Racing Club Drivers' Briefing Notes
Super Tourers
Brands Hatch Grand Prix and Indy Circuits
29/30 June 2024

Document: Drivers' Briefing Notes – (Super Tourers) v.2

Event: MSVR Super Touring Power 2

Date: 29/30 June 2024

Venue: Brands Hatch Grand Prix and Indy Circuits

CTCRC Clerk of the Course: Andrew Outterside

Clerk of the Course: Mike Heath

Deputy Clerk of the Course: Kieron Salmons

MANDATORY Face-to-Face Briefing: There is a mandatory briefing on Saturday morning for all drivers racing over the weekend.

For any drivers racing only on Sunday and not available to attend the relevant Saturday briefing should attend the briefing on Sunday morning listed below.

Briefing Location: Briefing Room (adjacent to the Café / Race Admin – inner paddock)

Briefing Times:

Saturday:- 09.00

Sunday:- 09:00

New Drivers: Any novice drivers or drivers who have not raced at Brands Hatch before must make themselves known to the CTCRC Clerk of the Course giving the briefing.

Final Instructions and Supplementary Regulations

This briefing assumes you have read the Final Instructions and the Supplementary Regulations. If you need to access them, they are published on the MSVR Event Information page for the meeting via this link:-

<https://www.msvr.co.uk/car/events/2024/june/bh-30>

This page also includes Timing, Timetable, and the Online Noticeboard links. The Noticeboard displays Briefing Notes, Bulletins, Published Results and Judicial Decisions.



CIRCUIT INFORMATION

Grand Prix Circuit Length: 2.433 miles (3.916 km)

Indy Circuit Length: 1.208 miles (1.944 km).

Circuit Direction: Clockwise.

Pole Position: Rolling Start – on the RIGHT

Access to Circuit: Access will be via Pit Lane (**NOT** the Assembly Area used by others).

Start line / Finish line / Control line: Just before the start gantry.

Pit lane entry: On the driver's right on the exit of Clearways (keep right around Clearways if accessing the pits).

Pit lane speed limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.

Exiting the pits: Competitors must not exit the pit lane when the red light at the pit exit is illuminated and must keep to the right of the solid white blend line when joining the circuit.

Start lights/Digi board: Located on the gantry above the track.

Warning flags/signals: Will be shown at the finish/control line and may be repeated on the Digi Board.

Penalty box: Located in the pit lane adjacent to Race Control.

Parc Fermé: Pit garages (parking nose out).

TIMETABLE

We race on the Grand Prix Circuit on Saturday and the Indy Circuit on Sunday. There are qualifying sessions at the start of each day and two races each day.

The timetable is very tight, and you can help in saving time by adopting the following:-

- Pit to Grid – for the Saturday races on the GP Circuit you will use the Indy layout as your way to the grid.
- Quick Grid Assembly - know where you are on the grid, in particular the side of the grid you are on (pit wall side or grass side) and proceed to that location quickly.
- Pace on Green Flag Lap - make good pace on the green flag lap keeping up with the car ahead and move into a tight two by two formation well before the start (before Stirling's Bend on the GP circuit and immediately after Graham Hill bend on the Indy circuit).



- Car Failure - park your vehicle in a safe location parallel to barrier – do not attempt to drive back to the pits.
- Exit of Circuit – at the end of qualifying and racing on Saturday ensure you exit the circuit on driver's right at the end of Cooper Straight by Post 9.

All qualifying and races are 15 minutes. The timetable is available on the MSVR website link here:-

<https://www.msvr.co.uk/car/events/2024/june/bh-30>

Please ensure you are ready to be called well before your session.

QUALIFYING

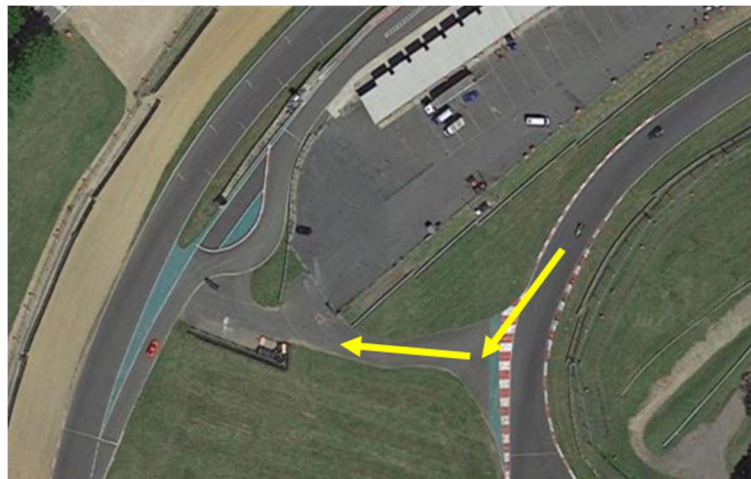
Noise testing will be carried out before qualifying in front of the pit garages.

Cars will go from their pit garage to the circuit via the pit lane to start their qualifying session.

If you wish to travel slowly to get a clear lap, this **MUST** be carried out without hindering another competitor. Please make use of your mirrors. Using more than 50% of the track to warm tyres is not permitted.

PLEASE NOTE – there is the option to use the Safety Car in qualifying.

ON SATURDAY WHEN USING THE GP CIRCUIT at the end of the session, competitors will take the chequered flag, proceed at reduced speed, and will exit the circuit (driver's right) at the end of Cooper Straight by Post 9 (see image below) before Turn 4, **DO NOT continue around the circuit and enter the pit lane.** Proceed to the pit lane as directed by the marshals and enter your pit garage, parking "nose out".



ON SUNDAY WHEN USING THE INDY CIRCUIT at the end of the session, competitors will take the chequered flag, proceed at reduced speed, completing a full lap entering the pit lane at the pit lane entrance. Proceed to your pit garage and park "nose out".

PLEASE NOTE - you are under Parc Fermé conditions in your pit garage until released by a scrutineer.



The fastest time set in qualifying on each day will set the grid for the first race. The result of the first race will set the grid for the second race. Competitors who do not finish the first race may start the second from the rear of the grid in reverse order of retirement.

Any competitor unable to complete three full laps in their qualifying sessions must report to the Clerk of the Course.

RACE STARTS - ROLLING

➤ **ACCESS TO THE CIRCUIT – PLEASE NOTE the variations below:-**

▪ **Race 4 (Saturday) and Race 15 (Sunday)**

- Cars will be called to the grid directly after Races 3 and 13 conclude.
- Cars will proceed to the grid via the pit lane, **using the Indy circuit on Saturday (NOT the GP circuit).**
- They will be arranged in order of race qualification in a 2 x 2 formation in preparation for the start procedure.
- The spectator grid walk will then take place.
- The countdown for the green flag lap(s) will commence once the grid has been cleared.

▪ **Race 10 (Saturday) and Race 21 (Sunday)**

- Teams will be given a countdown when cars are due to be released from their pit garage.
- Just before the pit lane opens, a person from each team, along with a marshal, goes to their car's grid slot so they can recognise their car and guide it into position in a 2 x 2 formation.
- The pit lane will open for 2 minutes. During this time, the cars will exit their garage and proceed to the grid via the pit lane, **using the Indy circuit on Saturday (NOT the GP circuit).**
- The pit lane will close after 2 minutes - any car that has not exited the pit lane will be a pit lane starter on the first racing lap.
- Once a car reaches its position on the grid – the person from the team will leave the grid.



- When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag.
- Green Flag Laps
 - **Saturday (GP) – ONE green flag lap.**
 - **Sunday (Indy) – TWO green flag laps (to assist with tyre warming and assembly for the rolling start). PLEASE NOTE - the race timing will start when the car in pole position commences the second green flag lap.**
- Cars will follow the Safety Car maintaining formation – **do not fall back from the vehicle ahead.** Please note using more than 50% of the track to warm tyres is not permitted.
- If we are happy with the formation and provided there are no incidents, the lights on the Safety Car will be extinguished to indicate that the race is due to start.
- The Safety Car will depart and enter the pit lane. **The driver of the car in pole position then becomes responsible for maintaining the original pace of the Safety Car, and all competitors will remain in close formation as the cars approach the start line.**
- The signal to start will be the red lights going out on the start line. In the event of a light failure, the signal to start will be given by the downward motion of the national flag.
- The start will have been aborted if the Safety Car stays out and/or the red lights stay on. The cars will proceed around the circuit and reattempt the start with the car in pole position performing, if appropriate, the role of the Safety Car.
- Any car considered out of position, i.e., not in a close grid formation and/or not maintaining the appropriate gap to the car in front, will be subject to a race time penalty of 10 seconds.

Any car removed from the grid or driven into the pits on the green flag lap(s) shall be held in the pit lane and may start the race after the last car to take the start grid has passed the start line or pit lane exit, whichever is later.

Any driver unable to start the green flag lap must indicate their situation by opening a door and raising an arm vertically.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid.



RACE FINISH – EXIT FROM CIRCUIT

ON SATURDAY WHEN USING THE GP CIRCUIT at the end of the session, competitors will take the chequered flag, proceed at reduced speed, and will exit the circuit (driver's right) at the end of Cooper Straight by Post 9 before Turn 4, **DO NOT continue around the circuit and enter the pit lane**. You will then proceed to your garage.

ON SUNDAY WHEN USING THE INDY CIRCUIT at the end of the session, competitors will take the chequered flag, proceed at reduced speed, complete a full lap entering the pit lane at the pit lane entrance and proceed to your garage.

PLEASE NOTE - when returning to your garage after racing you must park "nose out" and you will be under Parc Fermé conditions until released by a scrutineer.

LIGHT PANELS / FLAGS / DIGI BOARD

Light panels are now the primary means of communication. They may be supplemented with flags. A diagram showing the light panels and corresponding flag types is on the following page.

A Digi Board on the start lights gantry may also be used to communicate with drivers.

You are reminded of the following:-

Red Lights/Flags:

- Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions and being prepared to stop should the track be blocked.
- **IN QUALIFYING - return to the pit lane**, following the marshals' directions at all times.
- **IN RACE - return to the grid**, stopping short to enable the formation of any revised grid, following the marshals' directions at all times.

Yellow Lights/Flags:







- Are a warning of danger, slow down and be prepared to take avoiding action or stop.

Black and Black + Orange Lights/Flag:

- You must come into the pits on the next lap.



LIGHT PANELS and FLAGS

FLAG TYPE	LIGHT PANEL DESIGN
Yellow Flag	
Double Yellow Flag	
White Flag	
Green Flag	
Blue Flag	
Red Flag	
Slippery surface Flag	
Safety Car Flag	
Pit Entry Flag	
Pit Entry Closed Flag	
Mechanical Problem Flag	
Unsportsmanlike behaviour Flag / Warning Flag	
Black Flag	

SAFETY CAR PROCEDURE

"SC" panels / flags and boards will be displayed around the circuit. All cars must reduce speed and form a tightly packed line, with each car no more than five car lengths apart, except for the leader, who will leave a sufficient gap to the car ahead to allow the Safety Car to join the circuit.

The **Safety Car will enter the circuit (on driver's right) approximately halfway along the Cooper Straight**. It will endeavour to pick up the leader; however, in some instances, it may be necessary for the Safety Car observer to wave vehicles past to pick up the leader. You may only pass the Safety Car if directed to do so. When the Safety Car is due to be withdrawn, the lights on the Safety Car will be switched off. It is then the leader's responsibility to dictate the pace of traffic before the restart.

REMEMBER

***There is No Overtaking or Overlapping
until you have passed the green flag at the control line***



LIVE SNATCH

We have the availability of “Live Snatch” without the use of safety car, please be aware anytime you see a double waved yellow flag/light, there may be a snatch vehicle and marshals on circuit, you should drive with extreme caution.

TRACK LIMITS

Track limits will be monitored at the **exit of Paddock Hill, Druids, and Graham Hill bends.**

A car will be judged to have left the track **if any part of the tyre's contact patch goes beyond either the outer edge of any kerb or the white line where there is no kerb.**

In **QUALIFYING**, any breach of the track limit regulations will result in the lap time on which the breach occurred being disallowed for the purposes of establishing grid order for the relevant race. It will still count towards the minimum number of laps required to qualify for the relevant race.

In **RACES**, the following cumulative penalties will apply to each breach:-

- First – Noted
- Second – Black and White Flag
- Third – 5 Second Time Penalty
- Fourth – 10 Second Time Penalty
- Fifth – Drive Through
- Sixth – Black Flag

HELMET CAMERAS

The fitting of video cameras to helmets is strictly forbidden. The only exception is for specific purpose-built FIA-approved helmets with cameras. The technical scrutineers shall have the sole authority to accept or reject a helmet.

USE OF MOBILE PHONES / TABLETS

Please note that mobile phones or tablet devices are prohibited from being carried in a competing vehicle whilst on the circuit. Anyone observed acting contrary to this rule may be subject to judicial action.

TECHNICAL PROBLEMS AND INCIDENTS

If you have a mechanical problem, pull off the circuit in a safe location ASAP, preferably near a marshal post. **DO NOT continue around the circuit** with the risk of leaving oil on the track, as this will affect other races.

Exit the vehicle, if safe to do so and unless told otherwise by a marshal and move to a place of safety away from the vehicle, i.e., behind a barrier. A "thumbs up" signal to an approaching marshal is useful for sending a message that you are ok. If you are involved in a heavy accident, stay in your vehicle, and await the arrival of assistance.



DRIVING CONDUCT

All incidents reported by officials and marshals will be investigated. If you wish to report an incident, please see one of the CTCRC Clerks. If you are called to see the Clerk about an incident you were involved with or wish to make an informal report of an incident, please bring your SD video card and a device (laptop/tablet) to display relevant footage. **If you are involved in an incident, DO NOT leave the circuit before checking in with the CTCRC Clerks.**

RACE WITH RESPECT

Motorsport UK's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by MSUK's commitment to making motorsport an inclusive and safe sport for everyone.

The Respect Code <https://www.motorsportuk.org/racewithrespect/> applies to all participants in an event, competitors, parents, officials, marshals, team managers, mechanics, spectators, or any other participant. It is incumbent on us all to respect our fellow participants and to 'call out' poor standards of behaviour. Breaching the obligations may result in disciplinary action. By participating in a Motorsport UK event in any capacity, you are agreeing to follow the values of the governing body's Respect Code:-

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

PROTESTS AND APPEALS

All paperwork must be lodged with the Event Secretary, Scott Pucknell, who will then process this as appropriate.

You are advised to bring a suitable laptop computer to enable the submission of protests or appeals. Please note time limits apply, and the recent amendment to (C) 5.2.1. the MSUK Yearbook states, "***A Protest against another Competitor must be made within 30 minutes of the finish of the competition***".

ANY QUESTIONS / QUERIES / ISSUES

Please see Mike, Kieron, or me – we can be contacted via the CTCRC Coordinators or, alternatively, the Event Secretary, Scott Pucknell, who will be located on the ground floor of the race control building.

We wish you an enjoyable weekend.

Andrew Outterside
CTCRC Clerk of the Course

Mike Heath
Clerk of the Course

Kieron Salmons
Deputy Clerk of the Course