



## Race-Specific Briefing Notes

### 2021 GT Cup – Round 2

Brands Hatch GP, 1 May 2021 Clerk of the Course: A.D.L.Watts

## Drivers Briefing

My name is Tony Watts and I am your Clerk for this meeting.

Firstly you will have no direct means of contacting me but the GT Cup 'Whats App' group will be continually monitored and any questions must be passed via it to Hannah and I will reply via her.

Please ensure you have signed on via the MSVR on line system

Please note there is an on line MSVR drivers briefing available on line which you must read.

I expect you to have knowledge of the Regulations, read the Supplementary and Final Instructions and all other published material.

**There are significant differences between cars performance particularly in relation to straight line speed and braking distances. There were several instances of not appreciating this at the last round. I ask all drivers to be aware of this and take it into consideration. Fast cars it is your responsibility to manage your way past slower cars. Slower cars, be aware that a car may be closing in on you fast and may be able to out brake you.**

We have a superb but very large field at the maximum of the circuit licence. Please be mindful of this and drive accordingly. You are unlikely to win or score points if you are involved in an on track incident.

**You are not permitted to reverse under power in or from the Pit Lane. If you need to reverse it must be by push from your team. Please remember that all cars should be nose out in the garages**

Flags - Observance of flag signals is the basis upon which racing operates.

**I CANNOT STRESS STRONGLY ENOUGH THE NEED TO ABIDE BY THEM**

I particularly refer to Yellow Flags which warns you of a potential issue. Please do not ignore them. Failure to observe is likely to incur a penalty.

Track Limits. – I will continue to operate as per the MUK guidelines

I refer you to - Driving Standards / Contact / Racing Room Q 14.4.1.



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Please monitor the Timetable as this can be amended due to operational reasons

The penalty box location is under Race Control

**Practice is ALL cars**

**Qualifying will be in two sessions split into Groups 1 and 2**

**As per your pit stop groups**

#### Race Start Procedure

- No tyre trolleys are permitted on the grid unless approved by the Clerk of the Course.
- Changing of tyres on the grid is prohibited unless approved by the Clerk of the Course.
- Please ensure you know what your grid position is and be aware of who is around you. If you are pole position and near the front then aim to be out first.
- Delegate a member of your team to stand at your grid position to enable you to find your position easily.
- Ensure you always follow Marshals instructions!

Countdown procedures/audible warning sequence for the GT Cup Competitors shall be:

**10 minutes** to start of pace lap a Bute motorsport communication will be given that the Pit exit open in two minutes.

**5 minutes** to start of pace lap a Bute motorsport communication will be given that the Pit exit is open.

(Team Member will go and stand in grid slot position to receive their car)

**3 minutes** -an audible warning/timing screens/Bute motorsport communication will be given that the Pit exit will close.

**3 minutes** to start of pace lap an audible warning/timing screens/Bute motorsport communication will be given. All cars must have wheels fitted.

**3 minutes** to start of pace lap Audible warning and 3-minute board shown at Start Line.



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(Clear the Grid of all non-team personnel and major equipment. Cars must be resting on their wheels on the ground.)

**2 minutes** to start of pace lap Audible warning and 2-minute board shown at Start Line.

(Clear the grid signal/Grid closed. All work on cars must be complete by this time)

**1 minute** to start of pace lap Audible warning and 1 minute board shown at Start Line.

(Clear the Grid/Start engines).

**30 seconds** to start of pace lap Audible warning and 30 second board shown on Start Line.

Start of the pace lap / green flag lap

(The pace lap will normally be one lap. Exceptions to this are either when track conditions dictate or the grid formation is not correct for the start.)

The organisers reserve the right to modify the above countdown if deemed necessary. Cars re-entering the pit lane before the start of the race will not be allowed to re-join the grid and will start the race from the pit lane.

Can I please ask that you are all side by side when exiting the last corner to allow for a start. Any time lost with restarts or additional green flag laps is taken out of the race duration.

### When the lights go out racing begins

**Please do not try to guess it as you may receive an out of position penalty**

There has been a change to the pit stops which due to the size of the grid is now in 2 groups make sure you familiarise you and your team with them. Also for pit stops teams may be sharing garage make sure there is room for the other teams space outside.

**Essential staff only in pit lane due to the number of cars and avoiding accidents!**

### **NOTE CHANGE - Speed limit in the Pit Lane is 50 kph**

If your car stops on the circuit, please give us an early indication that you are OK by indicating to anybody approaching your car by a **Thumbs Up**.

Whether or not you will be allowed to re-join the race is covered in the Championship regulations



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Please ensure you have filled in all your electronic driver forms for the two driver race as it essential that we know who is in the car at all times

This year any team that fails to provide in car video footage will be liable to a fine as specified in the Championship regulations **YOU HAVE BEEN WARNED**

Please be aware that at the end of every race ALL finishers may be required to go to Parc Ferme which will be in the garages unless told otherwise

For all sessions you will go out direct from the garages.

This is a highly important meeting for you all and offers you the opportunity to show the world what great GT racing can be

Lets put on a great show

Stay safe and abide by the Covid rules

Tony Watts

Clerk of the Course - 2021