



BRANDS HATCH GP– CLUB ENDURO OFFICIAL BULLETIN

Access / Sign-On:

MSVR have allocated an area of the paddock for “Early Arrivals” (see Paddock Plan) that will be available from midday on Saturday the 18th of May, teams will be permitted to wait here until space becomes available in our allocated area of the paddock (see Final Instructions) which will be fully available from approximately 6pm when the Porsche Boxster and Porsche Club Championships have vacated the area (the final Porsche race is due to finish at 17.25) Please do not bring non-essential vehicles into the paddock.

Signing On needs to be done electronically in advance of the meeting, the link to complete this process is as follows:

<https://racing.msv.com/CheckIn/3394a69f-4bb0-477a-b8aa-31dceacb11f1>

Garages:

N/A, however for qualifying and the race, teams have been allocated garage numbers where they will be required to make their pitstops in front of the relevant garage (see allocation at the end of this document.) We have also been offered use of **Garage #1** which teams are free to use in order to store equipment, wheels etc should they wish to bring stuff up to the pitlane early or leave it in the inner paddock between qualifying and the race.

Scrutineering:

MSVR will be checking 25% of the entry of vehicles and associated drivers' PPE. These cars will be pre-selected by the scrutineers, those selected will be informed prior to the meeting and will be checked in situ in the paddock at 8.00am on Sunday morning.

Transponder Hire:

Anyone needing to hire a transponder should book one with TSL Timing at the following link:

<https://www.tsl-timing.com/Store#!/Single-Event-Transponder-Hire-COLLECTION-AT-EVENT/p/211269578/category=0>

Qualifying:

Qualifying will be a **25-minute session**; which will commence at 10:00am. Noise Testing and Visual Scrutineering will take place on the way into the Assembly area. ALL drivers must complete a minimum of 3 laps in this session.

Briefing:

Please read this document carefully and any other relevant briefing notes that are placed on the online event noticeboard: <https://www.msvr.co.uk/car/events/2024/may/bh-19>

There will also be a MANDATORY physical drivers briefing which will take place at 8.30am on Sunday in the Hailwoods Restaurant (in the Paddock.)

Weights:

All cars will need to display a minimum weight decal. These will be placed on cars by members of the 750MC team, with the minimum weight figure having been derived from the known/given power of the vehicle and the class entered. This must be displayed in both qualifying and the race. Failing to adhere to the weight can result in disqualification.

 **MINIMUM WEIGHT**

Decals:


In addition to the Minimum Weight decals (see above) all cars must have the following:

TEGIWA


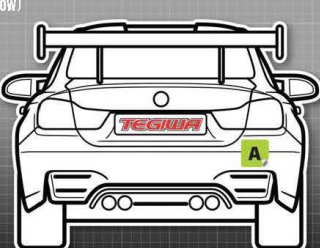
Club Enduro

Championship

Small 750MC decal to be placed on dashboard in view of in-car camera



Coloured windscreen strip dependent on class (see below)


■ Sunstrip and numberplate positioning MUST take priority over any other personal sponsor decals

MANDATORY DECALS 2024

Front / Rear	1 x Class identification (rear)	2 x Club Enduro	2 x Maha
1 x Tegiwa sunstrip	SIDE	2 x Darkside Motorsport	2 x Race Car Radios
2 x Tegiwa numberplate	2 x 750 Motor Club	2 x PBS Brakes	2 x Jon Elsey Photography

Please ensure graphics are clearly visible and follow the plan as closely as possible.

■ Sunstrip exception will only be given to cars racing in another 750MC formula on the same race weekend.



Key for Club Enduro class colour coding

A

B

C

These will be available to collect from Race Admin and will be checked at scrutineering and in parc ferme, cars not displaying the correct stickers after qualifying will be placed at the back of the grid.

Race Start:

The race will be a rolling start. The procedure is as follows:

Cars will be pre-gridded in the Assembly area then released to the grid where there will then be a 1m / 30s countdown followed by the start of the Pace lap behind a Lead Car. Once the Lead Car has returned to the pits the red lights will switch off – signalling the start of the race. Please note that should there be a deterioration of weather conditions from that in qualifying, there will be two laps behind the Lead Car.

Whilst on the Rolling Lap the Lead Car Driver or Observer or a Judge of Fact will assess the grid and if they are not satisfied that the formation is correct, they may elect to do a further Rolling Lap prior to the start to allow drivers to regain their correct positions. If after the Lead Car has pulled into the Pit Lane, the Clerk of the Course judges that the grid is not in good formation as it approaches the Startline, he may leave the Start Lights at Red. In these circumstances, all cars should proceed slowly round the circuit and stop back in position on the grid. The Start procedure will be recommenced at the 1 minute signal. It is the driver's responsibility to insure they are fully aware of the full start procedures in section 2.6 of their Championship Regulations.

Pitstops:

ALL Teams must make at least **ONE** mandatory 3 minute pitstop during the race.

Teams may not make the mandatory pitstop in either the first 30 minutes of the race or the final 15 minutes, nor may they be taken under Safety Car Conditions. If a vehicle is already in the pitlane when Safety Car Boards and Flags are deployed, it will be permitted to complete its pitstop but WILL be held at the end of the pitlane until the Safety Car and associated "train" of cars has passed the start/finish line prior to being released back onto the track.

Any additional pitstops involving refuelling will require a minimum of 3 minutes stationary, irrespective of whether or not the mandatory 3 minute stop has already been completed. Other additional stops i.e. for minor maintenance, checks, driver changes etc need not be 3 minutes in duration.

DUE TO THE NUMBER OF ENTRIES ALL CARS MUST PARK AT A 45 DEGREE ANGLE WITH THE FRONT OF THE CAR FACING TOWARDS THE PIT GARAGES. THIS APPLIES TO ALL PIT STOPS. ONCE A STOP IS COMPLETE THE CAR MUST BE PUSHED BACK BY TEAM MEMBERS (MAX 4 PEOPLE) EXERCISING AN APPROPRIATE LEVEL OF CAUTION. DURING THE RACE FAILURE TO ADHERE TO THIS WILL RESULT IN A 1 MINUTE STOP & GO PENALTY FOR EACH OFFENCE.

The speed limit for the Pits is 50kph (31mph)and we do have a Speed Gun!!!

Contravention of these speed limits will lead to Stop/Go penalties (see Club Enduro regulation 4.2). Any team re-offending may incur further penalties up to and including disqualification from the event. It is not permitted for a car to reverse in the pit lane under its own power. Should any need arise to reverse then the car must be pushed into position. Reversing a car under its own power is considered dangerous and penalties will reflect that.

Pit signalling on the pit wall is limited to two team personnel ONLY. The pit wall is the only place where signalling to drivers is permitted.

Refuelling: ALL TEAMS

The maximum amount of fuel which can be bought into the pitlane is 50 litres and must be stored in AA Oil Tuff Jugs (or similar) or FIA Dry Break Refuelling dump churns..

The Team shall ensure that throughout the filling of the Tuff Jugs / Dump Churns, one person shall stand with a fire extinguisher at the ready. Any personnel filling the Tuff Jugs or on standby with a fire extinguisher **MUST wear a safety suit in accordance with MOTORSPORT UK Regulation [K 9]** and fire-resistant balaclava and gloves in accordance with FIA Regulations.

For teams competing in relay format refuelling in the pit lane is not permitted. For those competing with a single car, all refuelling must be done by means of a Tuff Jug fitted with a dry break coupling or an FIA dry break refuelling system (no rotary hand pumps or electric pumps)

Refuelling: SINGLE CAR TEAMS

All refuelling in the pitlane must be done in accordance with MOTORSPORT UK Regulations [Q 12.25]

- a) The driver must be out of the car and the engine must be stopped
- b) No work may be carried out on the car whilst refuelling is taking place
- c) It is recommended that any work is carried out prior to refuelling the car thereby allowing hot areas e.g brakes, to cool before refuelling takes place.
- d) It is recommended that the end of the exhaust and the rear wheel/brake assembly is covered by something fire retardant, especially if it is on the same side or in close proximity to the fuel filler.
- e) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.
- f) Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in accordance with MOTORSPORT UK Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations. Note: This may be one or more of the drivers of the car (outgoing driver preferably) & we recommend that the refuellers eyes are protected with goggles, safety glasses or a helmet with visor.
- g) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.
- h) Each car may only take on a maximum of 50 litres of fuel at each pit stop (2.5 x Tuff Jugs) or (2 x ATL FIA Fuel Churns)



Penalties: As follows:

Offence	Qualifying	Race
Excess speed in pitlane	Black Flag	Stop & Go, 2 seconds for each kph over the limit
Overtaking under a yellow flag	Black Flag	Stop & Go for a minimum of 2 minutes
Overtaking under Safety Car conditions	Black Flag	Stop & Go for a minimum of 1 minute
False start		Stop & Go
Failure to respect starting positions		Stop & Go
Wrong direction in pitlane	Disqualification of Driver	Disqualification of Driver
More than 3 laps under black flag without stopping	Disqualification of Driver	Disqualification of Driver, 5 lap deduction at the end of the race.
Refuelling in a manner incompatible with general safety, i.e. with a driver still in the car		2 lap deduction to be applied to the team at the end of the race.
Making a mandatory (within the time window) pitstop of less than 3 minutes in duration		3 lap deduction to be applied to the team at the end of the race.
Not making a mandatory pitstop (within the time window)		5 lap deduction applied at the end of the race.
Not stopping in the pits at 45 degrees or not being pushed back when the stop is complete	Black Flag	Stop & Go for 1 minute
Unsafe release from a pitstop	Black Flag	Stop & Go for 1 minute
"Pro Driver" stop & go penalty of 30 seconds not being taken.		2 lap deduction to be applied to the team at the end of the race.
Relay teams having two cars on track at the same time.	Black Flag	For each lap where two cars are circulating the team will be docked 2 laps
Exceeding track limits	Black Flag after third report	Second report: Black & white warning flag Next Report: Five second time penalty Next report: Ten second time penalty Next Report: Drive Through Penalty Next Report: Black Flag (Disqualification of Driver which may attract licence points)

Success Penalties:

CLASS A: #33 K. Clarke / A. Riti + 20secs, #69 A. Schultz / M. Hampson + 10secs

CLASS B: #51 J. Packer + 30secs, #8 M. Tidmarsh / C. Webster + 20secs, #43 S. Cheetham + 10secs

CLASS C: #195 S. Dennis / A. Moor + 30secs, #97 D. Connell / A. Wilkinson-Hughes + 20secs, #66 J. Hayes + 10secs

Pro-Driver Penalties:

As per Championship Regulation 3.6 the following teams must serve an additional 30 second "Stop & Go" penalty, this may not be taken under Safety Car Conditions.

N/A

Pit to Car Radio:

For teams using pit to car radio, licences must be in place as per MOTORSPORT UK regulation Q11.3, mobile phones and tablets are not permitted to be carried in car.

Safety Car:

The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. On the order from the Clerk of the Course, the Safety Car will join the circuit from the pit lane with its flashing lights on, regardless of where the race leader is. When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. Flashing yellow lights may also be used at the startline and at other points around the circuit.

All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety

Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

While the safety car is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. Cars must not overtake until they have passed the start / finish line.

Awards:

Trophies will be awarded to 1st/2nd & 3rd in each class plus 1st, 2nd and 3rd to competitors eligible for the Clubman Cup.

There will be a prize giving (Location TBC) approximately 30 minutes after the end of the race..

Garage Allocation for Pitstops:

T r a c k		P i t L a n e	Fast food Outlet	Grand Prix Terrace	R o a d w a y	
			Briefing Room			
			Briefing Room			
				SATURDAY		
			1	D. GIBSON (5)		
			2	J. PEERLESS (16)		
			3	A. GAY (62) / E. CHRISTIE (481)		
			4	I. MAIRS (316)		
			5	J. HAYES (66) / P. SUBBIANI (166)		
			6	D. CONNELL (97)		
			7	M. SIMMONITE (169)		
			8	S. DENNIS (195) / W. PUTTERGILL (83)		
			9	M. TIDMARSH (8)		
			10	L. CRILLY (12)		
			11	M. FAIZEY (13) / N. DOUGILL (47)		
			12	S. CHEETHAM (43)		
			13	M. DOWNIE (46)		
			14	L. WOODWARD (87)		
			15	S. BALLESTEROS (111)		
			16	G. PRICE (888)		
			17	J. PACKER (5)		
			18	D. BALL (25) / B. WILLIAMS (82)		
			19	S. MAUGER (18) / S. COOK (188)		
			20	S. PARKIN (1) / R. PARKIN (6)		
			21	N. PRIMROSE (44) / N. HUGGINS (30)		
			22	R. FENWICK (10) / P. SIMMERSON (55)		
			23	T. COLLER (20) / M. GADSBY (101)		
			24	P. BROWES (22)		
			25	R. LONGDON (144) / W. LYNCH (177)		
			26	M. HAMPSON (69)		
			27	K. CLARKE (33)		
			28	D. IRVING (90)		
			29	A. BLENCOWE (444)		
			30	C. BIALAN (77)		
31	M. STOCKFORD (78)					
32	A. RIVETT (113) / D. COX (7)					
33						
34						

Entry List (as of 14/05/2024.)

1	A	Scott Parkin	Audi TT TDI
5	C	Daniel Gibson	Ginetta G40
6	A	Ryan Parkin / Dylan Brychta	Audi TT TDI
7	A	David Cox	BMW E46 M3
8	B	Matthew Tidmarsh / Chris Webster	Ginetta G40
10	A	Robert Fenwick / Andrew Shepherd	BMW M2 CS
12	B	Liam Crilly	BMW Z4 Coupe
13	B	Matt Faizey	Porsche Cayman
16	C	Jon Peerless / Matthew Stenning	Honda Civic Type R
18	A	Simon Mauger	Seat Leon TCR
20	A	Tom Coller / Nick Selby	BMW E46 M3
22	A	Paul Browes / Luke Browes	Seat Leon TCR
23	A	Chris Bialan / Simon Mason	Seat Leon TCR
25	A	Darren Ball	Seat Leon TCR
30	A	Neil Huggins / Lloyd Huggins	Lotus Exige
33	A	Kevin Clarke / Aldo Riti	BMW M3 CSL
40	C	Darren Berris	Mazda MX5
43	B	Steve Cheetham / Wayne Schofield	Porsche Boxster
44	A	Neil Primrose / Alec Livesley	Ginetta G20
47	C	Nick Dougill	Mazda MX5
51	B	Jonathan Packer	Volkswagen Golf GTI
55	A	Paul Simmerson / Richard Stanton	BMW M4 GT4
62	C	Lee Dendy-Sadler / Andy Gay	BMW 328i
66	C	Jonathan Hayes	BMW Compact
69	A	Matthew Hampson / Andy Schulz	BMW M2 CS Racing
76	B	Michael Downie	Porsche Boxster S
78	A	Matthew Stockford / Alyn James	Audi RS3 LMS
82	A	Ben Williams	Seat Leon TCR
83	B	William Puttergill / Ryan Bensley	Honda Civic Type R
87	B	Louis Woodward / Toby Partridge	BMW M235i
90	A	Daniel Irving / Alan Henderson	Mazda MX5
97	C	David Connell / Alex Wilkinson-Hughes	Mazda MX5
113	Invitation	Alex Rivett	Lotus Elise
117	A	Martin Gadsby / Ian Jones	BMW Compact
119	B	Sandro Ballesteros / Bobby Trundley	Audi TT
144	A	Richard Longdon / Rory Longdon	BMW E46 M3
166	C	Paul Subbiani	BMW 318Ti
169	C	Matthew Simmonite / James Mansell	Mazda MX5
176	A	William Lynch / Freddie Lynch	BMW E46 M3
183	B	Stephen Cook	Volkswagen Scirocco
195	C	Samuel Dennis / Ash Moor	Honda Civic Type R
316	C	Ivor Mairs / Kameron Reid	BMW 325ti Compact
444	A	Alan Blencowe / Claire Norman	Seat Leon TCR
481	B	Edward Christie	BMW E36 M3
888	B	Graham Price	Renault Megane

