

Briefing of the Clerk of the Course (Endurance).

This is about the general rules of the Clerk of the Course (CC) of DNRT. On raceday the verbal briefing shall be limited to the specialties of the event, the event or the circuit. The specialties of the starting procedure shall also be discussed.

*The CC's of DNRT shall generally be the same. Martin and/or Paul are the CC's and Joop is the assistant CC. In the special regulation the CC of that day will be announced.

*If you want to know something about the raceday, time schedule, regulations you can consult the CC or race secretary. "I did not know" is never a good excuse.

*For the CC's everybody is equally important. We drive sportif and safe.. We can corner well together and we are hospitable. We keep you to this during the season. There can be a considerable speed difference between cars. Also between high and low cars. Slow cars basicly stays on their line. Without crossing to the other side to give way to faster cars. The faster car overtakes with his good judgement. If you can give space, you do that of course. Apologise if you do something stupid, raise your hand.

All marshalls are volunteers, but capable of their job. Problems with a marshall, report to the CC. At some events, there can be a limited number of marshalls. All our circuits have camera systems however.

Don't forget to thank the marshalls after your race.

FLAGS

*Code 60 flags and what you have to do, must be clear to everyone. Going fast, also in the early stages of code 60 will benoted,. There is also sector time control.

*Yellow means danger. No overtaking and reduce speed. Show respect for yellow and raise your hand when you see yellow, so that behind you it can also be seen. Driving side by side is considered dangerous driving. If you overtook under yellow, give your place back on a safe place and report to the CC immediately after the race.

*Red during the race; keep driving behind each other and stop behind each other at the start/finish line. Regard also the lights at the startbridge. The CC decides how the race will continue. Discontinue or restart. With red in practise or quali, you enter the pitlane.

* All other flags you have to know. If you are unsertain, you can consult the CC

DRIVING CONDUCT

*Problems that you may have, irregularities possibly outside the regulations, mention them to the CC before the race.

*Every driver in a team must sign the clause at the race secretary office.

*Collision or other contact between cars or with the guardrails must be reported to the CC within one hour. The CC wants to know your side of the story. The CC also wants a discussion between the drivers. If you don't come, the CC will make the conclusion.

Usually that will result in a penalty. Contact that could have been avoided shall also be punished. Please consider that nobody should make contact on purpose.

*We are hospitable. Public and guests are welcome. We drive 20km max in the pitlane. Children below 16 are not allowed in the pitlane or at the pitwall.

*When you enter the pitlane from the track, stay in the left lane until you reach your pitbox. Stop in front of your pitbox and not on the middle part.

*You can leave the track to the paddock at the end of the pitlane. Entering the pitlane from the paddock is on the other side. The pitlane is strictly one way. Never drive in the opposite direction.

*Don't cut corners. If you have been in the gravel-traps, first shake off the gravel in the grass before you re-enter the track in a safe place. Gravel on track can give a lot of damage to vehicles.

*If you have a water or oil leakage, leave the track as soon as possible and park in a safe place. Continuing to drive on the track may spoil the day for everyone. Cleaning oil or coolant may take a long time.

*The CC want you to respect the track limits. That is between the white lines. You can use the curbstones to the edge but not over the edge, with any part of the tire.

*Make sure not to spill fuel or oil. Use leak plates and clean up if something goes wrong. Refueling during the race is in front of the pitbox. Never in- or behind the pitbox.

*Consuming alcohol before or during the race is not allowed. We may ask you to do a blowtest in the morning or during the day. Everything more than 0 on the measure means no driving.

RACEWEAR

*Must be complete. Balaclava in the overall, arm restraint on or a window net.

*The arm restraint fixed to the lower safety belt. Never fix to the cage. The waistband of your safety harness must be fixed first and rather tight. After that the other belts.

*During the race you must keep your safety belts fixed until you stand still in front of the pitbox. There shall be regular control on safety belts.

STARTPROCEDURE

* Watch the time schedule. Be in time on the pre-grid. You are expected to know your place on the grid. Be ready at least 15 minutes in advance and be ready to go on track.

* We drive a formation lap and you go to your starting place on the grid.

After driving a warming up lap (green flag).

*The red flag is shown when the grid is complete. Then the 5 second sign is shown. The starting lights turn red, and red out is the start.

After receiving the finish flag you do a cooling down lap and park your car before start finish line. That is a parc ferme. So no work on the car. Follow the instructions of the marshalls.

The second part of the race you start according to the new grid that will be handed out, and the procedure is the same as the start of the first part of the race.

At the end of the second part of the race there may be a parc ferme again. Follow the instructions of the marshalls.