

Season Briefing – ROLLING STARTS

1. Drugs: ANTI-DOPING

The MSA believes that competitors have the right to compete in a fair and – so far as possible – safe environment.

The MSA operates an anti-doping programme in conjunction with UK Anti-Doping (UKAD). UKAD work in collaborating to protect NGBs from doping and ensuring that National Governing Bodies such as the MSA are compliant with the World Anti-Doping Agency (WADA) Code.

All competitors are solely responsible for any banned substance they use, attempt to use, or which is found in their system, regardless of how it got there and whether or not there was an intention to cheat.

Banned substances can be found in any of the following categories:

Prescribed medicines

Over-the-counter medicines

Recreational drugs

Performance-enhancing drugs

If you are unsure about any medicines or substances you are taking, please visit

<http://www.globaldro.com/UK/search>

The Consequences

Any competitor caught doping can expect the following:

A ban from ALL sport for a period of time. This includes: Competing, officiating, training and assisting an athlete

You will be unable to compete in any MSA competitions

You will not be able to train in an MSA approved centre for example affiliated club, funded gym, funded facility

You will not be able to receive any sports related funding

You may lose previous medals, titles and records

The ban affects your participation in ALL sport under the WADA banner

Report Doping

It is vital that you report anyone who you believe is doping. If you think someone may be doping then contact UKAD – go to <https://www.ukad.org.uk/our-organisation/what-we-do/report-doping/> or call 08000 32 23 32.

- Remember that doping control can be carried out at any race meeting unannounced.

2. Social Media - The MSA have a strict policy regarding the use of Social Media.

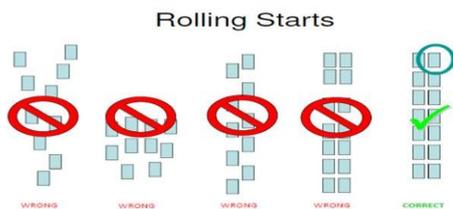
<https://www.msauk.org/assets/msasocialmediaguidelines-6.pdf>

General Guidance

- Don't write something that you wouldn't be prepared to say to someone.
- When posting on a social media website, assume that anybody can access that post.
- Check the privacy settings of your social media accounts. These settings determine the extent to which the information you share is publicly accessible.
- Determine whether you are participating in a personal or official capacity and consider whether your opinions and activity are appropriate in that context.
- Never share personal details such as home addresses and telephone numbers except with people that you know and trust, in which case it is advisable only to share such details via private messages.
- Remember that participating in social media results in your comments being permanently available and open to being re-published by other media outlets. It should be assumed that anything published in social media will remain available indefinitely, even if it is deleted from the original site.
- Respect confidentiality, stay within the legal framework and be aware that safeguarding, libel, slander, copyright and data protection laws apply.
- Be aware that your interaction with social media may attract interest from the wider media, so proceed with caution whether you are participating in an official or personal capacity.
- Never use social media to insult anyone directly or indirectly.



- MSA Members who hold a position of trust and/or responsibility over young people (ie those under 18 years of age) in the course of their duties should be very careful when interacting with those young people via social media.
 - Beware the temptation to use the 'perceived' anonymity offered by some online portals to post unacceptable comments about events or individuals.
 - You should be mindful at all times that MSA regulations and UK law continue to be applicable in the online environment.
3. Know when and where to sign on. If you want an upgrade signature give your upgrade card to the staff when you sign on. Pick the card up at the end of the day. Know the time and location of the **drivers briefing** and be there on time! You can be fined for non-attendance.
 4. Have your helmet and all racewear ready for inspection when the car is scrutineered.
 5. Be familiar with the procedures for **Protests and Appeals**. It's all in Section C of the MSA Year Book. There are strict time limits and the costs of Protests and Appeals are in Appendix 1 of the Year Book. MSVR officials (in Race Administration) will give you the correct forms but cannot give you any advice.
 6. **Behaviour** – remember that abusive language or behaviour, physical assault, or threats of physical assault are all offences under the general regulations not only by you but by everybody associated with your entry.
 7. **Procedures** for Qualifying and Racing will vary from event to event. Make sure you know where you have to be and understand the correct procedure. Be in the right place at the right time! If you have a problem, let your coordinator know.
 8. **Rolling Starts**: Cars will assemble on the grid in 2x2 grid formation. When signalled to do so cars will set off on a lap of the circuit behind a Pace Car with Yellow Lights flashing on the roof (outside the UK the roof lights may not be used). From the time when the lights are extinguished (or at a point indicated at the briefing) there should be no more changes of direction (zig-zagging) or acceleration or deceleration. When the Pace Car pulls into the pit lane, the pole position car will maintain a constant pace with cars passing over the grid boxes in 2x2 formation. The start is given when the Red Lights are switched off. GT Cup do not allow passing until the start line itself. Remember, if you have a problem on this lap and fall to the back you cannot take your grid position and must stay at the back.



MSVR

9. On returning to the grid, when all cars are in position, the 5 second board will be shown. Approximately 5 seconds later the Red Lights will ALL be switched on. When the Red Lights are extinguished the start is given. The start lights are mounted on the gantry.
10. **Practice starts** can only be carried out at the pit lane exit. When leaving the pit lane be prepared for a car to be stopped in this area. Do not stop on the track to practice your start or when approaching the starting grid where there will be other cars and, probably marshals.
11. **Track limits**: You need to be aware of the track limit regulations and comply with them.



MSA Regulation Q14.4.2.



Drivers must use the track at all times and may not leave the track without a justifiable reason.

For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if any wheel of the car either goes beyond the back edge of any kerb or goes beyond the white line where there is no kerb.

12. Flag signals: MSA Regulation Q15.1

e) **Yellow flag – Waved:** Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) **Yellow flag – Double Waved:** Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

For the safety of my marshals, please respect them.

RED Flag: 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.

13. **Blue Flags:** Please watch for Blue Flags. The onus is on the faster car to pass safely and the slower car should not suddenly change direction.

14. **Contact:** Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

15. **Excessive and aggressive defending** will not be tolerated. The MSA Regulations state "In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner".

16. Please respect the **blend line** at the Pit Exit. Do not cross it when leaving the pit lane.

17. **Control Flags:** Control flags (Black/White, Black/Orange etc) with car numbers will normally be shown at the line. Know where the position is and understand what the different signals mean and comply with them.

18. **Safety Car:** be familiar with the Safety Car regulations. During a Safety Car you can't pass other cars and should keep up with the cars in front of year. Don't leave big gaps. AT the end of a Safety Car period you can't overtake another car until you pass the Green Flag AT THE CONTROL LINE.

Note that on seeing Safety Car (SC) boards & flags you should slow down progressively, cease racing and no overtaking.

19. If you leave the circuit and are not able to continue please **communicate with the marshals** and comply with their instructions. If you are able please leave the car as quickly as possible and get to a place of safety behind the barriers. You may be requested to assist if the car is a straight tow.

20. There is normally a **Parc Ferme** and after the Chequered Flag your car needs to be there. Members of your team are not allowed in the Parc Ferme. For this meeting Cars should return to their allocated garage where they will be held under Parc Ferme conditions Any cars required to go to the Scrutineering bay will be instructed to do so on their way to their garage.

21. **AT ALL TIMES** drive within the limit of your capability and that of the car. Be AWARE of what is happening around you. Give each other racing room. There is only one 'racing line' and that is when yours is the only car on track. Do not attempt overtaking manoeuvres that are marginal and likely to result in contact.

Have a good and safe season.