

EVENT:	2018 Bennetts British Superbike Championship - Round 11	DATE:	Friday/Saturday/Sunday 28.29.30 September 2018
CIRCUIT:	TT Circuit Assen	PERMIT NO.	IMN 191/61 2018/I-011 (BSB) 2018/N-011 (British/National Champs)



BULLETIN ONE - FINAL INSTRUCTIONS (11-01)

This bulletin is supplementary to the MCRCB Sporting Code, the MCRCB General and Championship Regulations as detailed in the 2018 MCRCB Yearbook. With permission from the KNMV this event is organised by MotorSport Vision Racing Limited under the Permit, Sporting Code, and General Regulations of the Motorcycle Circuit Racing Control Board which can be viewed at www.msvracing.co.uk/bsb. The MCRCB and MSVR will adopt the WEGRACE REGLEMENTEN 2018 of the KNMV for the BeNeCup Championship. The ADAC Northern Europe Cup and ADAC Junior Cup powered by KTM will adopt the MCRCB Sporting Code, MCRCB General Regulations, these supplementary regulations and technical regulations as advised by the series organiser.

IMPORTANT – ALL UK TEAMS, RIDERS AND STAFF SHOULD ENSURE THAT THEY ARE IN POSSESSION OF THE EHIC CARD TO FACILITATE LOCAL MEDICAL CARE WHILST TRAVELLING IN THE EUROPEAN UNION OUTSIDE OF THE UK
<https://www.nhs.uk/using-the-nhs/healthcare-abroad/apply-for-a-free-ehic-european-health-insurance-card/>

1. ADMISSION TO THE CIRCUIT AND PADDOCK ARRANGEMENTS

All working vehicle parking will be under the instructions of the MSVR-BSB Paddock Parking crew, strictly in accordance with the attached paddock plan. There will be no access to the paddock outside of the times below. Please do not attempt to enter the paddock at other times without specific authorisation. **A holding area will be established for early arrivals.**

There is no private vehicle access to the working paddock. Only “Working Vehicle”, “Access All Areas” “Living Vehicle” or “Crew Vehicles” (limited access only) pass holders are permitted within the secure paddocks. All private vehicles and non essential vehicles will not be permitted in the paddock.

ARTIC CAB UNITS MAY NEED TO BE REMOVED AND PARKED IN A SPECIAL AREA IF DIRECTED.

POWER IS SUPPLIED AS PER THE NORMAL BSB EVENT SET UP.

ARRIVAL TIMES:

TEAMS – HOSPITALITY & TRADE - PADDOCK ARRIVAL & SET UP SCHEDULE		
PIT BOX HOLDERS, BSS AND DUCATI SYNCRONISED WITH STENA LINE FERRY ARRIVAL TIMES	Wednesday AM arrivals	11:00 – 13:00
	Wednesday PM arrivals	19:00 – 21:00
	Thursday for overnight arrivals	08:30 – 09:00
	Thursday AM arrivals	11:00 – 13:00
	Thursday PM arrivals	19:00 – 21:00
ALL OTHER TEAMS	Thursday	12:00 – 20:00
	Friday	08:00 – 11:00
HOSPITALITY	From Wednesday	09:00 - 17:00
TYRE TRADE	Wednesday	By arrangement with Paddock Manager
TRADE	Thursday	09:00 – 14:00

***ALL VEHICLE PASSES MUST BE CLEARLY DISPLAYED AND AFFIXED TO THE WINDOW
NO PASS = NO ADMISSION***

There will be no access to the paddock for parking up outside of the above times and in principal there should be no vehicle movements into or out of the paddock after 22.00hrs in consideration of those living/sleeping in the paddock.



1.1 PASS COLLECTION and SIGNING ON – ADAC/BeNeCup

On arrival, prior to entering the paddock – passes must be collected from the WELCOME CENTRE which is situated on the right hand side approaching the paddock tunnel. There will be no vehicle access through the tunnel without a valid vehicle pass.

BeNe CUP SUPERBIKE/SUPERSPORT/ ADAC KTM

The pass allocation is 5 admission passes for access to the venue, 4 wristbands for access to pitlane and starting grid for their respective class

SIDECAR

The pass allocation is 7 admission passes for access to the venue, 5 wristbands for access to pitlane and starting grid.

VEHICLE ACCESS

Two types of one event vehicle pass will be issued WORKING (ORANGE) and LIVING (PURPLE) depending on the team set up. Only vehicles displaying a valid vehicle pass may go through the tunnel to their respective areas. All living vehicles, either motorhomes or caravans will be segregated.

Cars will not be permitted through the tunnel at any point other than to drop off caravans.

Example:

1) Transporter and Motorhome	WORKING AND LIVING PASS
2) Transporter towing a Caravan	WORKING PASS ONLY
3) Independent Working vehicle + car + caravan	WORKING PASS + TEMPORARY LIVING PASS **

** As an example: If the Working vehicle is a transporter but the living vehicle is a caravan towed by a car then a WORKING AND LIVING PASS WILL BE SUPPLIED, THE LIVING PASS WILL BE MARKED TO SAY DELIVERY ONLY VALID FOR A ONE HOUR TIME PERIOD just to allow the car in to drop off the caravan – then the car has to taken back out through the tunnel. Return access will be at the end of racing on Sunday (no earlier than before end of BSB race 2).

ALL RIDERS IN THE BeNe CUP SUPERBIKE/SUPERSPORT/ ADAC KTM MUST SIGN ON AT THE WELCOME CENTRE ON ARRIVAL – WITH EVIDENCE OF VALID 2018 RACING LICENCE –THIS IS COMPULSORY.

IT MUST BE THE RIDER WHO SIGNS ON, A REPRESENTIVE IS NOT ACCEPTABLE.

IF THE RIDER IS UNDER 18 YEARS OF AGE THEY MUST BE ACCOMPANIED BY A PARENT/LEGAL GUARDIAN TO COUNTERSIGN THE ENTRY

Welcome Centre open for arrival and pass collection / sign on: (THESE TIMES ONLY)

Thursday 1200 – 2000
Friday 0800 – 1100

Thereafter any sporting enquiries should be directed to the Race Administration Centre – the welcome centre will remain open for guest pass collection / media accreditation.

1.2 SIGNING ON & TYRE STICKER COLLECTION – BRITISH CHAMPIONSHIP CLASSES

IS IN RACE ADMINISTRATION WHICH ON THE FIRST FLOOR OF THE MAIN RACE CONTROL BUILDING (PRESS CONFERENCE ROOM)

- FOR RIDERS UNDER 18 AND ANY ONE EVENT RIDERS:
- It is necessary to sign-on once, **BEFORE** going through Technical Control.
- **ALL COMPETITORS SIGNING ON MUST HAND IN THEIR VALID RACING LICENCE AT THE TIME OF SIGNING ON, WHICH WILL BE AVAILABLE FOR COLLECTION LATER AT THE RIDERS BRIEFING.**
- If not supplied prior to the event Competitors from overseas Federations, including the MCUI, must produce a Copy of official start permission.

OPENING TIMES:

SIGN ON

Thursday 1400 – 1730

Friday 0730 – 1400

TYRE STICKER COLLECTION

Thursday 1500 – 1700

Friday 0730 – 1400

1.3 PIT BOX ALLOCATION

SEE END OF DOCUMENT

1.4 VEHICLES

Working and Living vehicles without the appropriate pass will be held in the holding area until such time as a valid pass is obtained.

PRIVATE VEHICLE PARKING

BSB Officials, Private vehicle and Hospitality parking – through tunnel – turn left into designated area.

HOSPITALITY

All hospitality will be placed in a “village” inside the paddock. All structures must be built by the end of Friday. This area is in full view of the public and any substandard presented vehicles will be removed.

PADDOCK DELIVERY

For exceptional circumstances a “Paddock Delivery Pass” may be issued for a specific time period.

These are available from the Race Administration Centre.

VEHICLES – GENERAL

All vehicles must comply in principal with the conditions set in the 2018 Supplementary Regulations.

2. MSVR RACE ADMINISTRATION CENTRE

The Race Administration Centre is located on the first floor of the main race control building press conference room.

Results will be available after each session and race from the rider info point – on the ground floor of the main race control building.

3. PASSES

PLEASE NOTE THAT ONLY A GENUINE/SUBSTANTIATED REASON FOR PASS MODIFICATIONS WILL BE CONSIDERED AND A CHARGE OF £20 PER PASS CHANGE MAY BE APPLIED. MSVR MAY SUBSTITUTE PERMANENT PASSES FOR ONE EVENT PASSES AT THEIR DISCRETION, THIS APPLIES TO ANY WORKER PASS APPLICATIONS/PHOTOS. A TEAMS GUEST PASS SALE FACILITY WILL BE OPERATIVE IN RACE ADMINISTRATION DURING FRIDAY/SATURDAY/SUNDAY COVERING ASSEN AND BRANDS HATCH.

4. TECHNICAL CONTROL / RIDERS BRIEFING SCHEDULES

TECHNICAL SCHEDULE – in technical bay unless stated		
Thursday	18:00 – 20:00	BeNeCup SB & SS
Friday	08:00 – 09:00	BeNeCup SB & SS

Friday	09:00 – 09:30	British Superbike
Friday	09:30 – 11:00	British Sidecar
Friday	11:00 – 11:45	British Supersport/GP2
Friday	11:45 – 12:45	ADAC Junior Cup powered by KTM
Friday	13:45 – 15:00	Ducati TriOptions
ALL riders participating in the event should present themselves in full racing attire At Technical Control anytime before their first official practice.		
COMPULSORY BRIEFING – LOCATION: BACO PIT NEXT TO MEDIA CENTRE		
Friday	10:00	BeNe Superbike and Supersport Cup
Friday	12:30	ADAC Junior Cup powered by KTM
Friday	13:00	British Championship new riders - Supersport, Ducati, Sidecar

5. ACCESS TO THE CIRCUIT AND PIT LANE

Non garage holders assemble/proceed using the route next to pit box 34 and the TV compound

6. TO EXIT THE CIRCUIT

6.1 After completing the slowing down lap all machines must enter the pit lane.

At the end of qualifying practices and the races all riders to complete one slowing down lap and enter the pitlane to go to parc ferme/paddock as directed.

6.2 The only exceptions are the machines of those riders involved in the finishing ceremony. The riders must stop on their machines at the podium area. **Their machines must be taken to the parc ferme by a team member. The parc ferme is situated within the technical control/scrutineering area.**

6.3 Teams/Riders must observe the parc ferme regulations. Failure to comply may mean exclusion from that practice session or the race.

7. FLAGS AND LIGHTS

The circuit is equipped with lights which will be used in conjunction with flags – lights and flags have the same validity.

8. PRACTICE STARTS

a) Pit Lane Exit, at any time.

b) After the Chequered Flag in the designated “Practice Start Zone” (50m after the exit of turn 5) marked by a board at the edge of the track AWAY FROM THE “RACING LINE”

9. START PROCEDURE

There will be one sighting lap and one warm up lap for all classes, teams are reminded to make use of the full sighting lap period permitting pass-through of the pit lane during the pit lane open period.

10. START PROCEDURE – BRITISH SUPERBIKE & BRITISH SUPERSPORT (Feature Race)

Riders positioned on the first four rows of the grid must remove their helmets from the time of completion of the sighting lap to the display of the “3 Minutes” board for the purpose of TV grid interviews. In the event of a wet or restarted race this will not be required.

11. POST RACE PROCEDURES/PRESS CONFERENCES

At the end of each race the first three Riders will be directed to a special area (marked out 1st – 2nd – 3rd) for the post race interviews and podium ceremony. One helper per rider only is permitted in this area.

12. FUEL

IMPORTANT: PAYMENT FOR CONTROL FUEL FOR THOSE WITHOUT PERMANENT ACCOUNTS IS ONLY BY CASH. NO EXCEPTIONS AT THIS EVENT ONLY

Despite WP’s best attempts they still cannot take card payments for fuel at Assen, please ensure you have the appropriate cash, Stirling or Euros.

Fuel distribution for the British Championship classes at this round will be by WP onsite:

Thursday: 2pm – 6pm

Friday: 8am-12pm / 2pm – 6pm

Saturday: 8am -12pm / 2pm – 6pm

Sunday: 9am – 12pm only.

adjacent to the circuit fuel pumps in the paddock. The results of the fuel testing by MSVR are a matter of fact.

13. PIT LANE SPEED LIMIT

The Pit Lane Speed Limit will be enforced with the use of a radar.

The maximum speed is 60 kph.

You will be warned for the first offence but any subsequent offences will be penalised.

14. NOISE RESTRICTIONS

Engines may not be started:

Thursday – At any time

Friday – Before 08.45 – After 18:30

Saturday – Before 09:45 – After 18:30

Sunday – Before 08:30

15. PADDOCK TRANSPORT (SCOOTERS) – SCOOTER USE RESTRICTED TO BSB CLASS TEAMS WITH 2018 SEASON SCOOTER PASS AFFIXED ONLY

Please note that any damage to Paddock transport or accidents are not covered by MCRCB/MSVR insurance.

A MAXIMUM SPEED LIMIT OF 10 MPH APPLIES AT ALL TIMES

PADDOCK SCOOTERS MAY BE USED AT THE FOLLOWING TIMES ONLY:

FROM ONE HOUR BEFORE THE START OF TRACK ACTIVITIES UNTIL ONE 19.00HRS, AND ONLY FOR ESSENTIAL JOURNEYS ONLY ON THE SET UP DAY(S).

ABUSE OF THESE CONDITIONS WILL BE TREATED AS FOLLOWS.

RIDER/TEAM FIRST OFFENCE: Withdrawal of pass for remainder of event

RIDER/TEAM SECOND OFFENCE: Withdrawal of pass for remainder of season

MORE THAN FIVE OCCURENCES FROM ONE CLASS: Withdrawal of facility for that class for the event.

ALL TEAMS ARE ENCOURAGED TO “SELF-POLICE” THE PADDOCK CONCERNING THE USE OF SCOOTERS IN ORDER TO PRESERVE THE FACILITY.

16. MEDICAL CENTRE

Main medical centre manned 24 hours throughout the event – OUT OF HOURS CONTACT SECURITY

The BSB medical team will be onsite throughout the event.

17. FIRE PRECAUTIONS

All Teams must carry a suitable fire extinguisher in accordance with MCRCB Regulations. Random checks will be carried out to ensure that this is complied with.

18. SAFETY CAR

The Safety Car will enter the circuit at the pit lane exit.

BSB Class - Due to the lap length, in the event of a safety car deployment after the two-thirds point, laps will not be added to the overall race distance.

19. PIT EXIT

During free and qualifying practices a stationary white flag may be displayed at the flag posts close to the pit exit indicating that there are slow moving riders leaving the pit exit. Similarly riders leaving the pits may be shown a blue flag to indicate that faster riders are approaching. Riders leaving the pit and paddock must keep to the side of the circuit that they exit and not deviate.

The use of the waved white flag is retained to indicate any slow moving service vehicle.

20. TRANSPONDERS (RIDER/MOTORCYCLE IDENTIFICATION DEVICE)

During all free and qualifying practices, warm up and the races, motorcycles must have fully working transponders attached. Any transgression of this may result in the rider being shown the black flag.

21. BULLETINS AND REGULATION UPDATES

Various regulations have changed and a number of bulletins have been published to date and are available for view on www.msrvracing.co.uk/bsb – copies will also be available from Race Administration

22. SERIES STICKERS – PLEASE NOTE THAT IT IS A CONDITION OF ENTRY TO DISPLAY:

- HEL motorcycle front number plate stickers – Motostar – collection from race admin
- Dickies front number plate stickers – Supersport - collection from race admin
- GP2 front number plate stickers – collect from race admin
- Pirelli fork stickers – BSB - collection contrasting colour from race admin
- Bennetts British Superbike logo front no. plate – BSB – collection from race admin

Penalties may be applied for non-compliance. First time application of decals if not already applied will be at Technical Control.

23. SUPERBIKE/SUPERSPORT – TYRE REGULATIONS

SUPERBIKE CLASS

The Official Supplier will supply each registered rider participating in the championship event, with tyres for each rider for each Championship Event.

A tyre usage limit applies for the race weekend (free and qualifying practices, warm up and races). 11 Rear (dry) tyres and 8 Front (dry) tyres at this event. A maximum of 3 new Rear (dry) tyres may be used in qualifying practice.

No tyre change is permitted during a dry race in a Red Flag interruption (including a dry race interrupted with less than 3 laps of its duration completed by the leader), other than when the race status is changed to “Wet” and/or authorisation to change tyres is announced by race control – see MCRCB Yearbook E 1.10.

SUPERSPORT CLASS

The Supplier will supply each registered rider participating the championship event, with tyres for each rider for each Championship Event.

Teams will be confined to these selection volumes.

Across all sessions (2 x Free Practices, 1 x Qualifying Practice, 1 x Sprint Race, 1 x Warm Up, 1 Feature Race):

DRY Tyre use restricted to: 5 x fronts and 6 x rears.

No tyre change is permitted during a race in a Red Flag interruption (including a race interrupted with less than 3 laps of its duration completed by the leader), other than when the race status (“wet” or “dry”) is officially changed and announced by race control. In the event of a tyre change authorised by the Chief Technical Official in the case of a proven tyre failure, the rider must start the re-start from the back of the grid or the pit lane exit.

Any other unauthorised tyre change will result in a penalty.

Uniform tyre/wheel rim sizes in order to reflect the production derived status of the class and to promote the best practical and economic situation are adopted, see MCRCB Yearbook F4.3.

WET weather tyres must be a fully moulded tyre. The use of hand cut tyres is not allowed.

Controls: Stickers must be clearly fixed as per instructions issued by the Tyre Control Official. The tyre controller may at any time declare that selected teams identical tyre products are exchanged before use.

24. 2018 TYRE CONTROL SUMMARY

Class	Tyre Stickers Allocated	FP1	FP2	QP	WU	RACE	USE ON WET
SUPERBIKE	8 FRONT & 11 REAR Including 3 Q rear stickers	√	√	√+ Q/Superpole sticker	√	√	NO
SUPERSPORT	5 DRY FRONT & 6 DRY REAR	√	√	√	√	√	NO
DUCATI	4 TOTAL DRY TYRE (i.e. Choice of 2F&2R OR 1F&3R)			√		√	NO

1. An envelope, with the relevant stickers in it, will be available at Race Admin for collection by each team/rider. Where a team runs 2 or more riders separate envelopes will be provided for each rider.
2. The envelope will contain stickers for both the front and rear tyres, the FRONT stickers having WHITE numbers and the REAR having BLACK numbers.
3. The stickers MUST be applied to the relevant tyre wall on the right hand side.
4. The clear backing sheet MUST be removed after the sticker has been fixed on the tyre.
5. It is not necessary to remove stickers from previous rounds.
6. A tyre control area will operate at the pit exit and the rider must slow to walking pace to enable the team to confirm that the correctly coloured stickers are in place on both tyres and no machine will be allowed to join the track without them being in place. Failure to slow sufficiently to allow this check to be carried out will lead to the rider being black-flagged.
7. Random checks will be carried out during each session, and in parc ferme, to confirm that the stickers used are those that were allocated to that rider.

Race

1. All tyres purchased at the meeting for use in the race will have manufacturers markings that identify them to the tyre control team and Pirelli staff.
2. Checks will be carried out both on the grid and in parc ferme to confirm that only tyres purchased at the meeting are used.

Any questions must be referred to Tyre Control Official Karen Robinson or other members of the tyre control team.

ANY FURTHER EVENT SPECIFIC TYRE INFORMATION WILL BE PUBLISHED BY OFFICIAL BULLETIN

25. BSB TEAMS RADIO

Teams radio use is MANDATORY and spot checks will take place during practice/races. One person from each team must monitor the teams' radios prior and during each BSB session.

26. NO RESTART AFTER A CRASH

As per the 2018 MCRCB yearbook riders who fall from their machine are not permitted to continue in the practice session or race until passed fit by a Medical Officer (Ground Post or Medical Centre) and the machine re-inspected and cleared by Technical Control. Any infringement of this rule will result in the rider being disqualified from the remainder of the practice session or race and may result in further penalties.

In the event of a practice or race being interrupted by a red flag, any crashed machines will be recovered and taken to Technical Control and released to the Team for repair. Once the repaired machine has been re-inspected and cleared by a Technical Official a rider may continue in the restarted practice or race. In the case of the second part of an interrupted race this only applies to riders classified in the result of the first part.

EXCEPTIONS:

In the BSB (Superbike) and BSS (Supersport) classes only, in the event of a rider falling from their machine during any of the free and qualifying practices, and any of the sighting laps or warm up lap(s) and provided the machine has made negligible contact with the ground or a barrier, it may be possible for the rider to remount and continue back to the pit lane, PROVIDED that the following procedure is respected.

1. After the crash, and before continuing, the machine must be inspected by the marshals, including the chief marshal of the section who will make a determination and report the situation by radio to Race Control.
2. Subject to approval being granted by Race Control, who will take into account the report of the marshal, the location of the incident, the closest available track exit and distance to the pit lane and any risk to disrupting the practice session or delay to the start of race – the rider may remount and continue around the circuit and a) during practice sessions leave the circuit at an exit or the pit lane as directed by the marshals, following the instructions of Race Control or, b) during sighting or warm up laps, enter the pit lane, keeping off of the racing line. In this situation riders must take great care, not hinder other riders and strictly observe blue flags.
3. Once the rider has reached the pit lane/pit box, further repairs may be carried out under the supervision of a technical official. Once cleared by technical control the rider may exit the pit lane to continue the practice session or the sighting laps period if still in progress, or else in the case of a race, start the warm up lap from the pit lane in which case the rider will start the race from the back of the grid, or start the race from the pit lane exit. The last option to start the race from the pit lane exit expires when the leader crosses the finish line to complete the first racing lap.
4. The decision of Race Control and instructions of the marshals is final. Penalties will be imposed for disregarding these and any actions that prejudice safety or the start procedure.

Further comments:

- a) In the *Superbike free practice one only*, in the event of no fallers or technical retirements the session will run uninterrupted, save for red flag situations.
- b) If, five minutes before 50% point of the duration of the session there are machines that require recovering via the circuit the Race Director will advise (via the timing screens and teams radio) that he will interrupt the session by display of **red flag** at the 50% point. The machines will be then be recovered to Technical Control and the session restarted as soon as possible, lost time will not be added to the total session duration.
- c) If the session has been interrupted by the red flag prior to the 50% point in the session the session will not be further interrupted by the method described in (b) above.

On behalf of MSVR we wish safe travels and a safe and successful event.

Stuart Higgs
Series and Race Director

Clare Coombes
Series Administrator

CONTACTS

BSB ADMINISTRATION	+44 1474 875296 TEL +44 1474 874766 FAX bsb@msvracing.co.uk
Gareth Woods BSB PIT/PADDOCK & LOGISTICS CO-ORDINATOR	+44 7732 467977
TT CIRCUIT ASSEN	www.tt-assen.com 00 31 592 356 911 FAX

Please note that all series sporting and technical information, and any updates to these instructions will be posted on www.msvracing.co.uk/bsb

ASSEN – 28.29.30 SEPTEMBER 2018

PIT ALLOCATION

1	TV Presentation	
2	MSVR	
3	Be Wiser Ducati	G. Irwin, A. Irwin
4	JG Speedfit Kawasaki	Haslam, Mossey
5	RAF Regular & Reserve	Dixon
6	McAMS Yamaha	Brookes, Mackenzie
7	Buildbase Suzuki	Ray, Cooper
8	Smiths Racing	Hickman, Barrier
9	Honda Racing	Linfoot, O'Halloran
10	FS3 Racing	Buchan
11	Tyco BMW	Iddon, Laverty
12	Moto Rapido	Bridewell
13	Anvil Hire TAG	Ellison, Winfield
14	OMG Racing	Rea, Elliot
15	Team WD40	Law
16	Halsall Racing	TBA, Ryde
17	Gearlink Kawasaki	Rogers, Currie, Westmoreland
18	Lloyd & Jones/PR/Bowker	Francis
19	Ridersmotorcycles.com	Jessopp
20	Silicone Engineering	Harrison
21	Team 64	Zanotti
22	Integro Appleyard	Kennedy, Jones
23	Everquip	Rispoli, Estment
24	EHA	Allingham, Seeley
25	IDWE/Diamond H	Wilford / Perie
26	SGR/Slidecdor – GO Racing Developments	Oliver / Perrin
27	RS Racing	Owens / Boerboom
28	Draper/ Team Truelove	Philp / Truelove
29	Sorrymate.com	Wigely, Wigley
30	Campbell Motorsport / RPMOTO.COM	Kerr / Patterson
31	Ryan Dixon Racing / MI Fabs Racing	Dixon / Armstrong
32	JRC Racing Dawson Escalator/ Team ILR Mark Coverdale	Childs / Thompson
33	Content Junkies TEC7 / DAT Racing	Brouwers / de Vries
34	TBA	

*Teams are reminded that a high level of presentation is expected from those allocated garages

