



Classic Touring Car Racing Club Drivers' Briefing Notes **Snetterton 300 - 17/18 August 2024**

Event: BARC HQ14

Date: 17/18 August 2024

Venue: Snetterton Circuit (300)

Senior Clerk of the Course: Ian Watson

CTCRC Clerk of the Course: Andrew Outterside

Clerk of the Course: Dorothy Uwota

MANDATORY Face-to-Face Briefings: There are mandatory briefings on Saturday morning for all drivers racing over the weekend. Anyone competing in more than one grid need only attend one of the briefings; however, they should make themselves known to the Clerk at the briefing they attend.

PLEASE NOTE – MSUK Regulation G 5.3.8 states – a fine may be imposed ".....on any Competitor who fails to attend, or who reports late at, a scheduled Drivers' briefing, or on any Driver who has not raced at the circuit before and who fails to report for a pre-practice briefing."

Briefing Location: Media Centre (first floor above the MSV Circuit Office at the top end of the pit lane)

Briefing Times:

08:30 – Pre 66 / Pre 83 / Pre 93

09:15 – Classic and Historic Thunder

10:00 – Pre 03 / BOSS

New Drivers: Any novice drivers or drivers who have not raced the Snetterton 300 layout before **must make themselves known to the CTCRC Clerk of the Course at their briefing.**

WELCOME and INTRODUCTIONS

On behalf of the BARC, welcome to Snetterton, the fifth Championship round of the season. My name is Andrew Outterside, and I am your Championship Clerk of the Course. I will be joined this weekend by fellow BARC Clerk Dorothy Uwota.

This briefing assumes you have read the Final and Supplementary Instructions – it does not replace them. If you need to access them, they are published on the BARC Event Information page for the meeting via this link:-

<https://www.barc.net/event/barc-race-meeting-snetterton-300-august-17-18/>

This page also includes Timing, Timetable, and the Online Noticeboard links. The Noticeboard displays Briefing Notes, Bulletins, Published Results and Judicial Decisions.



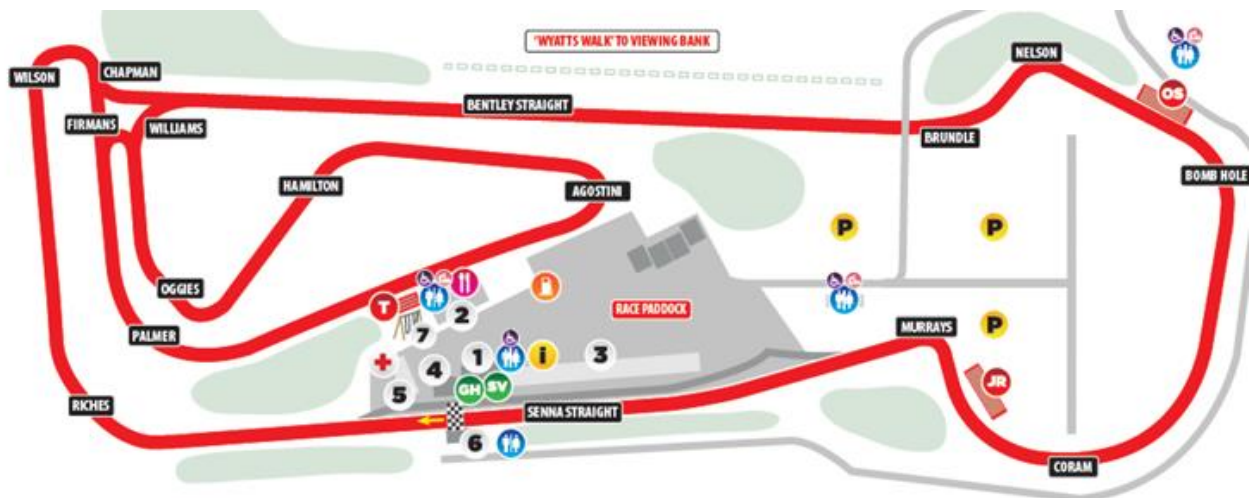
REVIEW OF THE LAST MEETINGS (STP2 and Croft) – DRIVING STANDARDS

- STP2 and Croft - contact incidents – some not reported to Race Control but mentioned to CTCRC by drivers.
 - Please don't assume all contact is reported
 - If you want to improve driving standards, please report contact to the CTCRC Clerks
- STP2
 - Passing under yellows – awareness needs improving
 - Rolling starts (some not good) – failing to keep up, front of pack accelerating after Safety Car departed, moving out of position before red lights off.

CIRCUIT INFORMATION

Circuit Length: 3 miles (4.78 km).

Circuit Direction: Clockwise.



Pole Position: Rolling Start – on the RIGHT

Standing Start – on the RIGHT

Assembly Area: On the left on entry to the main paddock.

Start line / Finish line / Control Line: Just before the light gantry.

Start lights: Located on the gantry above the track.

Warning flags/signals: Will be shown at the finish/control line.

Pit lane speed limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.

Penalty Box: Located in the pit lane adjacent to the Race Control building.

Parc Fermé: Adjacent to the Scrutineering Bay.

Medical Centre: Beyond Tyrells Restaurant, adjacent to the Scrutineering Bay.



Exiting the pits: Competitors must not exit the pit lane when the red light at the pit exit is illuminated. When exiting the pit lane, **you must keep to the RIGHT of the SOLID WHITE LINE**. You may join the circuit by crossing the broken white blend line after the end of the solid white line. Cars joining the circuit must be aware of faster cars approaching, and similarly, cars on track should be aware that cars may emerge from the pit lane.

Pit lane entry: On the driver's right following the exit from the Murrays. Please keep right exiting Murrays and give a clear signal to warn any cars behind you that you intend to enter the pit lane.

GRIDS AND TIMETABLE

We have four grids, and the composition is as follows: -

- Pre 66
- Pre 83 / Pre 93
- Classic and Historic Thunder
- Pre-03 / BOSS

All qualifying sessions and races are 15 minutes. The current timetable is available on the BARC website link here:-

<https://www.barc.net/event/barc-race-meeting-snetterton-300-august-17-18/>

Please ensure you are ready to be called to the Assembly Area at least 20 minutes before your session. We cannot wait for late arrivals.

QUALIFYING

All cars will proceed to the assembly area, where noise testing will be carried out. Competitors will be released from the assembly area to start their qualifying session. If you do not make it to the assembly area in time, you may be permitted to join the track via the pit lane. Pre 66 competitors based in the pits should follow the instructions of the marshals for the route to the assembly area.

If you wish to travel slowly to get a clear lap, this MUST be carried out without hindering another competitor. Please make use of your mirrors. Using more than 50% of the track to warm tyres is not permitted.

PRACTISING OUT OF SESSION

Any driver sharing a car that needs to practice out of session should be declared to BARC before the meeting. They should report to the Clerk to make arrangements to join another qualifying session. **Competitors practising out of session will be limited to three laps and must not impede the qualifying cars.**



END OF QUALIFYING

After taking the chequered flag, **DO NOT COMPLETE A FULL LAP**. Slow down and **leave the circuit via the paddock gate on the driver's right just after Palmer corner (Turn 3)** and proceed to Parc Fermé – see below.



All cars will be held in Parc Fermé until released by the Scrutineers. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

Pre 66 competitors based in the pits should follow the instructions of the marshals for the route back to the pits from Parc Fermé.

The fastest time set in qualifying will set the grid for the first race. The result of the first race will set the grid for the second race. Competitors who do not finish the first race may start the second from the rear of the grid in reverse order of retirement. For drivers who are sharing a car, the grid position the driver in Race 1 will be determined by their qualifying time. The second driver will start at the back of the grid in Race 2.

Any competitor unable to complete three full laps in their qualifying sessions must report to the Clerk of the Course as soon as possible. We will try to make arrangements for you to practice out of session.

PLEASE NOTE – The Pre 83 and Pre 93 / Pre 03 and BOSS grids will be mixed.

RACING - START PROCEDURE

The Classic and Historic Thunder grid will be a rolling start, and the Pre 66 / Pre 83 and Pre 93 / Pre 03 and BOSS grids will be standing starts. The procedures applicable to each are set out below:-

- **ROLLING START – Classic and Historic Thunder**
 - There will be a **single green flag lap** unless conditions dictate otherwise.
 - Access to the circuit will be via the assembly area.
 - Cars will be released to the circuit and take their position on the grid in a 2 x 2 formation – please be aware of which side of the grid your position is located.



- When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag.
- Cars will follow the Safety Car, maintaining a tight formation.
- Please note using more than 50% of the track to warm tyres is not permitted.
- If we are happy with the formation and there are no incidents, the lights on the Safety Car will be extinguished to indicate that the race is due to start. The Safety Car will depart and enter the pit lane.
- Following the Safety Car departing, the driver of the car in pole position becomes responsible for maintaining the original pace of the Safety Car, and all competitors will remain in close 2 x 2 formation as the cars approach the start line.
- The signal to start will be the red lights going out on the start line. In the event of a light failure, the signal to start will be given by the downward motion of the national flag.
- If the Safety Car stays out and/or the red lights stay on, the start will have been aborted. The cars will proceed around the circuit and reattempt the start with the lead car performing, if appropriate, the role of the Safety Car.

Any car considered out of position, i.e., not in a close grid formation and/or not maintaining the appropriate gap to the car in front, will be subject to a race time penalty of 10 seconds.

Any driver unable to start the green flag lap must indicate their situation by raising an arm vertically or opening a door.

Any car removed from the grid or driven into the pits on the green flag lap(s) shall be held in the pit lane and may start the race after the last car to take the start grid has passed the start line or pit lane exit, whichever is later.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid.

▪ **STANDING STARTS – Pre 66 / Pre 83 and Pre 93 / Pre 03 and BOSS**

- There will be a **single green flag lap** unless conditions dictate otherwise.
- Access to the circuit will be via the assembly area. Pre 66 competitors based in the pits should follow the instructions of the marshals for the route to the assembly area.
- Cars will be released to the circuit and take their position on the grid – please be aware of which side of the grid your position is located.
- When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag.
- The cars will proceed on their green flag lap at good speed; please note using more than 50% of the track to warm tyres is not permitted.
- The cars will form up on the grid at the end of the green flag lap.
- Once the grid is complete, the 5-second board will be shown.
- The red lights will be switched on 5 seconds after the board is withdrawn.
- The race will start when the red lights are extinguished between 2 and 7 seconds later.
- In the event of any starting lights failure, the starter will revert to the use of the national flag. The race will start on the downward motion of the national flag.
- Any car considered to be out of position on the grid will be subject to a race time penalty of 10 seconds.



Any driver unable to start the green flag lap or the race must indicate their situation by raising an arm vertically or opening a door.

Any car removed from the grid or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

END OF RACE

After taking the chequered flag, slow down and **exit after Turn 3 – Palmer as per qualifying**. All cars will be held in Parc Fermé until released by the Scrutineers. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

Pre 66 competitors based in the pits should follow the instructions of the marshals for the route back to the pits from Parc Fermé.

FLAGS / LIGHTS

Light panels now take priority over flags, although flags may also be shown. In the case of conflicting signals drivers must comply with the requirements of the signal with the highest level of safety. The priority order is Red Flag, Safety Car Flag / Board, Double Yellow Flag, Single Yellow Flag, Green Flag.

Red flag/lights:

- **IN QUALIFYING - return to the pit lane**, following the marshals' directions at all times.
- **IN RACE - return to the grid**, stopping short to enable the formation of any revised grid, following the marshals' directions at all times.

Yellow flags/lights:

- You are reminded that yellow flags are a warning of danger; slow down and be prepared to take avoiding action or stop.

Black and Black + Orange flag/lights:

- You must come into the pits on the next lap.

DIGI BOARD

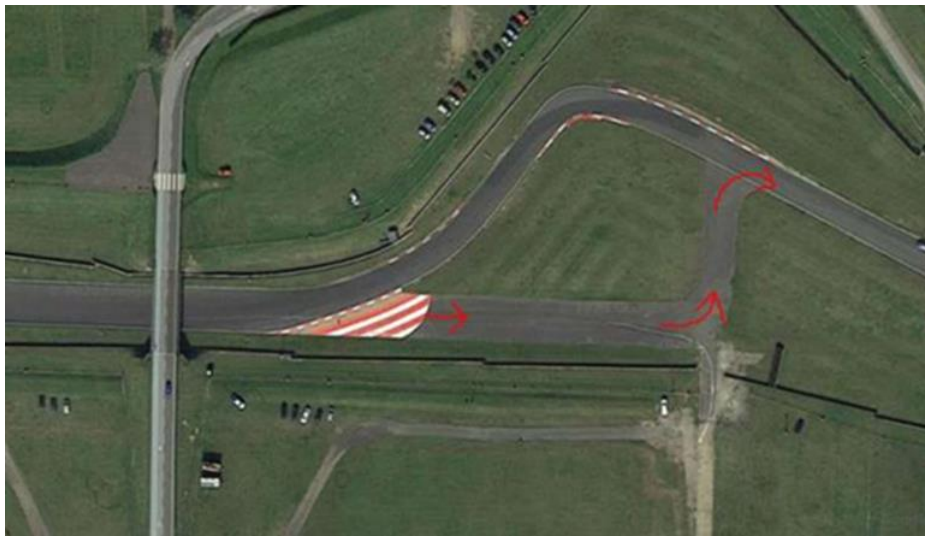
A digital board is located above the track adjacent to the start/finish line and may be used to display messages. These messages will be in addition to any conventional flags and boards shown.



TURN 8 (Brundle) ESCAPE ROAD

There is an escape road at the end of Bentley Straight. Competitors should continue along the escape road and **must not turn around to rejoin the track.**

The escape road links with a road on the left that allows competitors to re-join the track between Turn 9 (Nelson) and Turn 10 (Bomb Hole) - see below. Drivers should look for signals from marshals to aid their re-joining the track.



SAFETY CAR PROCEDURE

Waved yellow flags and "SC" boards will be displayed around the circuit. All cars must reduce speed and form a tightly packed line, with each car no more than five car lengths apart, except for the leader, who will leave a sufficient gap to any car ahead to allow the Safety Car to join the circuit.

The **Safety Car will enter the circuit (on driver's right) from the pit lane.** It will endeavour to pick up the leader; however, in some instances, it may be necessary for the Safety Car observer to wave vehicles past to pick up the leader. You may only pass the Safety Car if directed to do so.

When the Safety Car is due to be withdrawn, the lights on the Safety Car will be switched off, normally after the end of the Bentley Straight. The Safety Car will then exit the circuit into the pit lane. Following the lights on the Safety Car being switched off, it is the leader's responsibility to dictate the pace of traffic before the restart. This **must not** involve erratic acceleration, braking, or any other manoeuvre that will endanger other drivers or impede the restart.

REMEMBER

There is No Overtaking or Overlapping until you have passed the green flag at the control line

Should you inadvertently pass another competitor whilst the safety car is deployed, please give back the position as soon as possible.



TRACK LIMITS

The penalties associated with breaching track limits are set out in the Final Instructions. Judges of Fact, with the assistance of cameras and sensors, will monitor the following corners:-

- Turn 1 - Riches
- Turn 3 – Palmer
- Turn 5 - Hamilton
- Turn 7 - Williams
- Turn 9 - Nelson
- Turn 12 – Murrays

MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2023 Classic Touring Car Racing Club Championship Regulations.**

If you are called to see the Clerk about an incident you were involved with or may have witnessed or wish to make an informal report, please bring your SD video card and, if possible, a device (laptop/tablet) to display relevant footage.

MECHANICAL PROBLEMS AND INCIDENTS

If you have a mechanical problem, pull off the circuit in a safe location, preferably near a marshal post. **DO NOT continue around the circuit** with the risk of leaving oil on the track, as this will affect other races.

Exit the vehicle, if safe to do so, and unless told otherwise by a marshal, move to a safe place away from the vehicle, i.e., behind a barrier. A "thumbs up" signal to an approaching marshal is useful for sending a message that you are ok. If you are involved in a heavy accident, stay in your vehicle and await the arrival of assistance.

RACE WITH RESPECT

Motorsport UK's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by MSUK's commitment to making motorsport an inclusive and safe sport for everyone. The Respect Code applies to all participants in an event, competitors, parents, officials, marshals, team managers, mechanics, spectators, or any other participant. It is incumbent on us all to respect our fellow participants and to 'call out' poor standards of behaviour. Breaching the obligations may result in disciplinary action.

By participating in a Motorsport UK event in any capacity, you are agreeing to follow the values of the governing body's Respect Code:-

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners



PROTESTS AND APPEALS

Where possible, paperwork will be handled electronically. Protests and appeals can be made in the usual way through either the Secretary of the Meeting or the Clerk of the Course, using the electronic form, which is available from the Secretary, Nicole Cummins - ncummins.barc@gmail.com

You are advised to bring a suitable laptop computer to enable the submission of protests or appeals. Please note time limits apply and the recent amendment to (C) 5.2.1. the MSUK Yearbook states, "**A Protest against another Competitor must be made within 30 minutes of the finish of the competition**".

ANY QUESTIONS / QUERIES / ISSUES

Please see Dorothy or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting, who will be located on the ground floor of race control.

We wish you an enjoyable weekend.

Andrew Outterside
CTCRC Clerk of the Course

Dorothy Uwota
Clerk of the Course

15.08.2024 FINAL