



Race-Specific Briefing Notes Track Day Championship/Trophy

Snetterton 10th / 11th August 2024 Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at Snetterton.

For all sessions you will be required to go to the assembly area. Please arrive early for noise testing in qualifying and placing in grid order for the race

Qualifying

You will be released onto the track start your qualifying session. At the end of qualifying, you are required to progressively slow and enter the pit lane and Parc Fermé. Parc Fermé is at the far end of the Pit Lane.

Race start procedure:

You will be directed from the assembly area to the grid. Please follow the marshals' directions and approach the grid at a reduce speed, respecting the fact that there will be officials on track

The Grid for the race will be based on qualifying times; the race will be a standing start. The countdown will be shown on drivers' right, at the front of the grid. After completing one green flag lap, and the grid is formed, the 5 second board will be shown. The red lights will be turned on and the race will start when the red lights are switched off at the start line, drivers right (if there is a failure of the lights the starter will use the national flag, the start is indicated by the lowering of the flag).

End of race:

After taking the flag, please progressively slow down and return to the pit lane, and **proceed directly to Parc Ferme as directed.**

Track Limits:

You are required to maintain all wheel/tyres within the white lines, or, if present, within the back edge of any painted curbs. If any part of the contact area of the tyre exceeds theses limits, then this is a breach of the updated track limit regulations and you will be subject to the minimum of loss of times in qualifying and increasing penalties from a 5 second time penalty up to and including disqualification from the race.

Pit Exit:

Any car leaving the pit lane must remain to the right of the blend line for its entirety. Any car crossing the blend line may be called back into the pit lane to be reminded of the requirement to stay right of the blend line on exiting the pit lane. Do not exit the pit lane if



Race-Specific Briefing Notes Track Day Championship/Trophy

Snetterton 10th / 11th August 2024 Clerk of the Course: Ian Denyer

the red/light is showing. Use caution when joining the track as you will be pulling straight on to the racing line.

Pit stops:

All cars/drivers to comply with the instructions in the regulations. A dim view will be taken of anyone endangering other people in the pit lane.

Cameras:

These must work for both qualifying and the race. Can you please make sure you clear down your camera card before each session. Tough penalties may be applied to anyone who fails to have a working camera or whose card is a full before the end of the session.

Stopping trackside:

Vehicles that end up off track will be covered by local yellow lights/flags. Please pull off as close to the barrier as possible. Drivers need to respond accordingly. In all probability, the safety car will be deployed in order to recover the stranded car – there is no live snatch this weekend. If possible, please pull clear of the track.

Flag signals:

This weekend we will be relying on both light panels backed up by flag signals. Make sure you check the positioning of these on the first lap out for qualifying. Respect yellow lights/flags!

In session communications:

Messages, such as black/white flag and time penalties may be displayed from the start line, drivers right or the overhead panel .

Drive through and stop go penalties are to be served through/in the pit lane.

Blue lights/flags – another, faster, competitor is trying to pass you – so please keep to the accepted racing line and allow the faster competitor to pass you. Do not go out of your way to prevent a competitor that is lapping you, or you know is faster than you, from passing you. Do not move off line to allow the faster car past, this causes confusion and can lead to accidents!

Further to blue lights/flags mentioned above; if you are racing someone, and you want to get past them, don't expect them to jump out of your way or disappear – so no lunges up the inside. If you are not alongside at the turn in point, then the other driver has the right to the line through the corner.



Race-Specific Briefing Notes Track Day Championship/Trophy

Snetterton 10th / 11th August 2024 Clerk of the Course: Ian Denyer

Safety Car:

If the Safety Car boards and light boards/ yellow flags have been displayed, and you are the leader – slow down and create a space between you and the car in front for the safety car to pull into. This will save the need to run extra laps in order to have the lead car at the front for the restart. Everyone else, close up to the car in front, at a reduced speed, and maintain an approximate 5 car length gap to the car in front.

Safety Car restarts: All drivers need to be aware of where the restart line is. It is **not necessarily** where you lined up for the start of the race. It **is** the control line used by the time keepers for timing, it **is** the finish line, it **is** the line used for issuing flag signals.

If you overtake before the line, then it's a minimum of a stop/go penalty. So, if you or your drivers are unsure of which line is the control line – ask before the race.

Final points:

Can you please check with myself, Stuart or Dan before leaving , to make sure you are not required for any judicial matter, particularly if you have been involved in contact with another competitor

Have a good days' racing!

Ian Denyer, Clerk of the Course