



2CV 24 Hour Drivers/Team Managers Briefing Notes

On behalf of BARC may I welcome you to Snetterton.

Please make sure you read all the Briefing Notes.

PROCEDURE ONTO CIRCUIT.

You are situated in the pit lane so you will be released from there.

For **Practice/Qualifying**, you will be released from the Pit Lane – please also see Track Access below.

For the **Race**, the Pit Lane will be opened for a 10 minute period to allow cars to do a full lap to the grid. Once the Pit Lane is closed any car remaining in the Pits will start from the Pit Lane.

PIT LANE EXIT

The exit traffic lights are on both sides of the Pit Lane Exit just beyond the gantry. Do not leave the Pit Lane if the lights are RED.

Please keep to the RIGHT of the blend line as you join the circuit.

START LIGHTS – LOCATION

At Snetterton the Start Lights are on the gantry positioned on the pit wall. Be aware that other signals such as Race Delayed may be shown from the Startline Gantry. The race will start when the Red Lights go out.

END OF PRACTICE/RACE - PROCEDURE FOR LEAVING THE CIRCUIT

Having taken the Chequered Flag, you should reduce speed complete the lap and proceed into the Pit Lane. Enter the Pit Lane and be guided by Marshals, either back to your garages or into Parc Fermé, which is to the right at the far end of the Pit Lane.

LIVE SNATCH

There is no capability to do Live Snatch at this meeting. Recoveries will be carried out under Safety Car conditions.

SAFETY CAR

The Safety Car will be used at the Clerk's discretion during Friday evening's Qualifying & Night Qualifying sessions. It is particularly important that teams continue to circulate under the Safety Car during the Night Qualifying session to ensure all drivers complete their three qualify laps in that session.

During the race we will endeavour to pick up the leader, except during the hours of darkness. If there are cars in the Pit Lane during a Safety Car period the Pit Lane Exit will be closed on the SC's approach to Pit Entrance and open once the last car in the train passes Pit Exit.

When the Safety Car is withdrawn there should be no overtaking until you have passed the green flag at the Startline.

Please make sure you keep up with the train during a Safety Car period. Cars must NOT overtake the SC unless indicated to do so.

SIGNALLING BOARDS

In addition to the normal flag signals, there are 6 (six) Signalling Boards at strategic locations around the circuit. The main panel may display flashing Yellow, flashing Red, flashing Green, static or flashing Blue lights. The lower panel may display static white or an 'SC'; the latter will be in conjunction with a flashing Yellow light on the main panel to indicate deployment of the Safety Car. A static light is equivalent to a stationary flag and a flashing light is equivalent to a waved or double waved flag; these signals have the same meaning as the equivalent flag signals.

CONTROL FLAGS

These flags (Black, Black & White etc) are shown from the Pit Wall at the control line on drivers RIGHT and, where possible, will be repeated on the electronic board adjacent to the Start Lights.

STOP/GO PENALTY AREA LOCATION

This area is located in the Pit Lane outside of Race Control.

NOTE - Stop/Go or Drive Through penalties cannot be taken whilst the Safety Car is in operation.

TRACK BEHAVIOUR

Drivers who fail to negotiate the left-hand bend (Turn 8 - Brundle) at the end of Bentley Straight and continue along the tarmac run-off area, should NOT turn round, and re-join the track at the end of the straight. They should carry on to the back of the run-off area where a roadway permits them to re-join the track between Turn 9 (Nelson) and Turn 10 (Bombhole). Drivers should obey any marshal's signals given to aid their re-joining of the track.

Track Limit Cameras & Sensors are installed at the exit of Turn 1 (Riches), Turn 9 (Nelson) & Turn 12 (Murrays). At other locations instances of drivers exceeding track limits may be reported by appointed Judges of Fact. Judges of Fact may also be appointed at Riches, Nelson & Murrays in addition to, or instead of, the cameras and sensors.

DRIVING TIME

Driving time – no longer than 3 hours continuously per driver, rest time of at least 1 hour between stints. No driver should race for more than 14 hours in total. *This is timed on exit and entry, and includes time stationary in the Pits.*

TOW-BACK

Cars will be returned to the bottom pit gate, near pit entry and will be subject to a 3-lap penalty. There will be no tow back in the final hour; cars will only be moved to a place of safety.

TRANSPONDERS

Ensure that you have a working transponder at all times

PIT LANE SPEED LIMIT

40kph – (25mph) Great care must be taken when approaching & leaving your allocated pit area.

REFUELLING

Engine MUST be turned off and driver out of the car.

No smoking in Pit Lane, garages, or pit wall at any time; this includes electronic cigarettes.

DRIVER NOMINATIONS/PIT STOP REPORTS

As last year, on-line forms will be used to nominate the first driver to start each qualifying session & the race and to complete the Pit Stop Report for every pit stop during the race. Links to these forms are provided in the Final Instructions.

RADIOS

NO radio, electronic or electrical methods of communication between drivers and team, EXCEPT guest cars conforming to their own regulations.

TRACK ACCESS

QUALIFYING (Friday 19:00) – All cars must go to the Assembly Area prior to the start of this session for noise testing. They will then be released onto the track via the Pit Lane. Only cars marked as having been noise tested by the event's environmental scrutineer will be allowed out onto the track.

QUALIFYING (Friday 20:55)/PRACTICE (Saturday 10:50) – Cars may enter the Pit Lane directly from their garages for these sessions.

RACE – See below.

START PROCEDURE

Pit Lane Open : 15:20 – Cars to do one lap to the grid only.

Pit Lane Close : 15:30

Countdown – 1 min->30 secs -> Green flag -> Safety Car comes in ->Red lights off -> Race start

Anyone re-entering Pit Lane instead of going to the grid will be released after last car has crossed the line at start of the race.

POST RACE

At the end of the 24-hour race a technician for the top three cars are to go with the car to Parc Fermé.

RACE CONTROL

All matters will be dealt with through the Team Managers. If we wish to talk to specific drivers, we will arrange this through the Team Manager. If we do ask to see you, please come to Race Control and knock on the door, wait in the corridor and we will come out to you.

FINALLY....

- DO NOT IGNORE THE FLAGS/LIGHT PANELS
- DRIVING STANDARDS. USE YOUR MIRRORS. NO AGGRESSIVE DRIVING
- MOTORSPORT IS A NON-CONTACT SPORT, SHOW RESPECT
- IF YOU STOP OUT ON THE CIRCUIT REMEMBER TO GIVE THE MARSHALS THE THUMBS UP
- STAY SAFE AND ENJOY

Finally, we wish you a successful and enjoyable meeting.

Tony Weatherley
Senior Clerk of the Course