

## Pickup Truck Championship

Event: Snetterton 300, 14<sup>th</sup> and 15<sup>th</sup> September 2024

Subject: DRIVERS BRIEFING:

Time and Date: 09:30, 14<sup>th</sup> September 2024 v1.0

Senior Clerk of the Course: Dorothy Uwota

Championship Clerk of the Course: Trevor Williams

To be read in conjunction with the Official Documents.

---

### 1. CIRCUIT INFORMATION

- 1.1. Lap length: 4.778 km, (2.969 miles), Clockwise
- 1.2. Assembly Area: Main Paddock before Pit Lane entry
- 1.3. Parc Fermé: Adjacent to Pit Lane exit and Scrutineering Bay
- 1.4. Start line and Finish line: Located in front of Race Control and are not offset.
- 1.5. Pole position: On the right
- 1.6. Speed limit in pit lane: 48 mph (60 kph) – **Please check where the speed limit starts and ends in the pit lane.**
- 1.7. SC end of formation lap: Pit Lane Exit
- 1.8. SC Standby position: Pit Lane Exit
- 1.9. When exiting the pits, drivers MUST be aware of competitors on the track and must not cross the solid white line separating the Pit Lane exit from the Track.
- 1.10. Start lights are on the gantry on the right-hand side of the circuit.
- 1.11. Countdown boards may be shown utilising the digital Information Panel on the start lights gantry.
- 1.12. Warning flags will be shown at the Control Line
- 1.13. Official Noticeboard: [https://www.barc.net/online\\_noticeboard/2024-snetterton-300-september-14-15/](https://www.barc.net/online_noticeboard/2024-snetterton-300-september-14-15/)
- 1.14. **DRIVE SLOWLY AND IN A CONTROLLED MANNER IN THE PADDOCK AT ALL TIMES.**

### 2. TIME SCHEDULE (Times are from timetable issue V1.1 (06.09.24) and may be subject to change)

- 2.1. TIMES ARE GREEN FLAG TIMES – Make sure you are in Assembly Area in good time. We will not wait for late arrivals

### 3. QUALIFYING

- 3.1. You will be released from the Assembly Area into the Pit Lane. The session will be started and you will be released onto the track at the relevant time. You are not allowed to delay leaving the Pit Lane in order to create a gap to other cars. Follow the directions of the marshals at all times.
- 3.2. You will be lined up in the Fast Lane in Pit Apron Allocation. Jump batteries and cooling fans are authorised to be used. If you choose to leave the line of cars you will forfeit your position.
- 3.3. If you wish to travel slowly on the circuit to get a clear lap, this MUST be done without hindering another competitor in any way whatsoever. Please make use of your mirrors.
- 3.4. Weaving using more than 50% of the track to heat tyres is not permitted.
- 3.5. Track Limits are planned to be enforced by Circuit Sensors and Cameras, Judges of Fact and Cameras under the control of Officials. If you set a fast lap time whilst exceeding track limits, the relevant lap time may be removed.
- 3.6. At the end of the session, competitors will take the chequered flag, proceed around the circuit at reduced speed and enter the pit lane following the directions of the marshals and without stopping enter into Parc Fermé.

### 4. START PROCEDURE

- 4.1. All starts are Rolling Starts.
- 4.2. All cars will be released from the Assembly Area behind the Safety Car directly onto the Grid. Keep up with the Safety Car on the Green Flag lap.
- 4.3. Countdown will be as Championship Regulations. Should the start be delayed, the Countdown will resume from the 1 minute signal. All races are Standing Start.
- 4.4. Please note that cars out of position before the start signal may be penalised as per Championship Regulations.

### 5. LIGHT PANELS / SAFETY CAR PROCEDURES

- 5.1. Light Panels will replace Flag Signals as the primary method of conveying Signals to drivers as NCR Q.12.24. Refer to Appendix 1 of these notes.

**5.2. RED LIGHTS:**

- 5.2.1. If in qualifying, return to the Pit Lane, follow the directions of the marshals at all times
- 5.2.2. During races, return to the Grid, stopping short to enable formation of any revised grid. Follow the directions of the marshals at all times

**5.3. YELLOW LIGHTS**

- 5.3.1. You are reminded that Yellow Lights are a warning of danger, slow down and be prepared to take avoiding action or stop. **If you are unsure of the regulations and procedures, please see the Clerk of the Course on Saturday Morning**
- 5.3.2. **Single Waved Yellow in Qualifying: It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector.**
- 5.3.3. **Double Waved Yellow in Qualifying: It must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).**

**5.4. BLUE LIGHTS**

- 5.4.1. These will normally be shown to a car that is about to be lapped. This car must give way at the earliest opportunity.

**5.5. SAFETY CAR PROCEDURE**

- 5.5.1. The Safety Car, if deployed, will enter the circuit from the Pit Lane exit. Safety Car signals will be displayed at the Control Line and around the circuit. All cars must reduce speed. The Safety Car will pick up the leader. All cars must remain within five car lengths of the car in front. Overtaking is not permitted during a Safety Car intervention unless signalled to by the Safety Car Observer.
- 5.5.2. When the Safety Car is about to be withdrawn, the lights on the Safety Car will be switched off approximately 2/3rds of the way around the circuit. It is then the leader's responsibility to dictate the pace of traffic before the restart.
- 5.5.3. You are reminded of GR Section Q, App 3 Article 1.11 and CR 38.11, namely "In order to avoid the likelihood of accidents before the safety car returns to the pits from the point at which the lights on the car are extinguished Drivers must proceed at a pace which will not lead to the Safety Car being overtaken before it has entered the pit lane and involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other Drivers or impede the restart."



- 5.5.4. Green lights will be shown for a maximum of one lap after the Safety Car intervention has ended.
- 5.5.5. **Please remind yourselves of the Safety Car Procedures and their implementation**

**6. SESSION FINISH**

- 6.1. All cars that are able to will take the Chequered Flag signal and reduce speed.



- 6.2. Cars will leave the track after T3 and enter the Paddock proceeding directly to Parc Fermé.
- 6.3. Drivers are reminded that they are under Parc Fermé conditions from the moment of taking the Chequered Flag.

## 7. **GENERAL NOTES**

### 7.1. **IN RACE PENALTIES**

7.1.1. Stop / Go & Drive through penalties MUST be taken within 3 laps, unless the Safety Car is on circuit.

### 7.2. **ACCIDENT / INCIDENT**

7.2.1. If you come to a stop on the circuit, or after an accident, if you are ok give a thumbs-up signal to the marshal, stay in your car until it is safe to get out, then get to a position of safety behind the barriers, maintaining social distancing at all times. Follow the directions of the marshals. If you are injured, do not attempt to leave your car on your own. Wait for the arrival of the doctor and if necessary, the extrication team.

7.2.2. Any recovery operations undertaken whilst the track is "live" will only be carried out under a Safety Car deployment – be aware of lights and flags

## 8. **MECHANICAL PROBLEMS**

8.1. If you have a mechanical problem, pull off in a safe location. Do not continue round the circuit with the risk of leaving oil or other fluids on the track. This will affect other races. If you are ok give a thumbs-up signal to the marshal, and when safe to do so, get out of the car and to a place of safety behind the barriers. If you receive MECHANICAL ASSISTANCE you cannot continue in the session.

## 9. **DRIVING CONDUCT**

9.1. Track limits are monitored by appointed Judges of Fact, Circuit sensors and cameras under the control of the Officials. It is planned that Track Limits will be monitored at the exits of Turns 1, 3, 5, 7, 9 and 12.



9.2. Any car that triggers a sensor and has no mitigating circumstances will be reported to the Clerk of the Course for the imposition of penalties in Qualifying and the Races

9.3. If for any reason the Circuit Sensors fail, physical Judges of Fact may be appointed and will monitor Turns 5, 9 and 12. This change will be communicated to all Drivers prior to the start of any affected session

9.4. All reported incidents will be investigated.

9.5. If you are involved in an incident, DO NOT leave the circuit before checking with Clerk of the Course

## 10. **PROTESTS / APPEALS**

10.1. Protests and Appeals must be submitted electronically in accordance with NCR C.5.1.2 and C.6.2. Please be aware of the relevant time limits.

10.2. Electronic Forms are available from the Clerk or the Secretary of the Meeting and you are advised to use a Windows-based PC or laptop to complete these.

10.3. Electronic forms must be submitted to the Clerk of the Course and Secretary of the Meeting within the time limits stated in MSUK Regulations via the emails below or on a USB drive, SD card or other removable storage device.

10.4. Clerk of the Course email – [twilliams.barc@gmail.com](mailto:twilliams.barc@gmail.com)

10.5. Secretary of the Meeting email – [mharland.barc@gmail.com](mailto:mharland.barc@gmail.com)

## 11. **GENERAL**

11.1. Observe the paddock speed limit at all times.

11.2. Please be aware of the noise curfew times. No engines are to be run before 08:30 or after 18:45 on both days. Noise testing will be carried out at the entrance to the Assembly Area.

## 12. **QUESTIONS**

12.1. Any clarifications or additional notes will be posted on the Official Noticeboard

13. **AOB**














13.1. At the end of each race it would be appreciated if you would take time to wave to the marshals.

A handwritten signature in blue ink, appearing to read 'Trevor Williams', is positioned above the typed name.

Trevor Williams  
Clerk of the Course

## Appendix 1 – Light Panels

### LIGHT PANEL SIGNALS

FLAG TYPE	LIGHT PANEL DESIGN	
Yellow Flag		<i>Recommended Flashing Frequency = 2 Hz</i>
Double Yellow Flag		<i>Recommended Flashing Frequency = 2 Hz</i>
White Flag		
Green Flag		
Blue Flag		
Red Flag		
Slippery surface Flag		
Safety Car Flag		
Pit Entry Flag		<b>May Not Be Used</b>
Pit Entry Closed Flag		<b>May Not Be Used</b>
Mechanical Problem Flag		
Unsportsmanlike behaviour Flag / Warning Flag		
Black Flag		
Go to Pit		<b>May Not Be Used</b>

Motorsport UK has adjusted the Yearbook regulations for 2024 and where they are installed the Light Signals must be the priority signal used at all marshals' posts rather than flags. It is therefore imperative that the circuit light panels are operated quickly to signal to competitors as this will also trigger the in-car display to each driver. Motorsport UK has produced a video which can be found [here](#). This explains this method of signalling and explaining why this change is necessary. There will be set of flags and these can be used in the case of a system failure or to supplement the light signals or to display additional signals should the panel displaying a higher-grade signal. Signals for the Safety Car and for stopping a session will be initiated and controlled by Race Control.

Appendix 2 – Circuit Map

