

Snetterton, 14th – 15th September 2024

Drivers' briefing notes for MGOC.

Signing on

Signing on is entirely online – if you haven't already done it, please do so now. In case of issues with the system, please talk to race admin ASAP. Please also check your registered email address is still current as this is where any Judicial paperwork will be sent.

Scrutineering

Should have been completed before you came to this briefing! As per finals, only required for new entries, new equipment, or repairs following earlier events.

Upgrade cards

Need to be with race admin before your first session – with a photo (of you!) attached.

Timetable

We may run ahead of the advertised times in the program by up to 20 minutes. Please pay attention to paddock announcements and your series coordinator.

Light panels

Snetterton has these. As per the 2024 edition of the yearbook, these are the primary signalling method. Please note the location of panels on your out lap / green flag lap. Please also note the pictures provided in finals – in particular how a waved yellow is represented on the panels.

Race start procedure

Normal procedure as per finals: Assembly - grid – countdown – green flag lap – race start.

Track limits

Please stay on the circuit. We have a number of judges of fact for track limits. Excursions here rarely gain you time (and certainly won't if they are noticed). Also remember we are on the 300 circuit today!

Pit lane

It has a speed limit (60kph) and we have a marshal with a speed gun. If you have to use the pit lane, please bear in mind both these facts.

Safety car

Will be available for use during races. There is nothing unusual about Safety Car deployment here – it goes out from and returns to the pit lane. Lights usually go out at the bridge.

Start / finish line

This is one of the tracks where the start & finish lines are in the same place. So no confusion about where you can restart racing after a safety car period.

Exit from track

On the 300 circuit we use the exit next to Tyrells that brings you into the back of park ferme. This is about 1/3 of the way around the infield section – and also about 1/3 of a lap after the chequered flag. Please see finals for a diagram.

On board cameras

If you have one fitted, please make sure it is working. If you bring footage to race control it is advisable to have something to play it on, or at least a USB cable to connect your camera to a laptop. The Clerks have laptops, but compatibility with memory cards varies.

Trucks – circuit setup

For trucks we have to relocate the marshals to a safer distance and then radio all posts to check that everyone has moved. And then move everyone back at the end of the session - and check again. This means there may be time at either end of a truck session when it looks like nothing is happening. Please bear with us.

Track conditions

Trucks can lay down a lot of rubber, and also throw lots of water around to cool their brakes. Don't be surprised if the surface of the circuit varies over the weekend or compared to any other times you have been here. Use your out lap / green flag lap to get the feel of it.

And finally, please enjoy your event.

In case of questions, there is always someone available at race control.

Richard Ormson

Clerk of the Course