



GB4 Entrants & Drivers Briefing

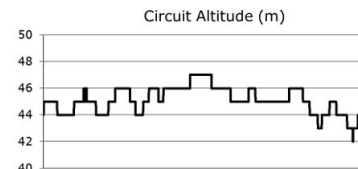
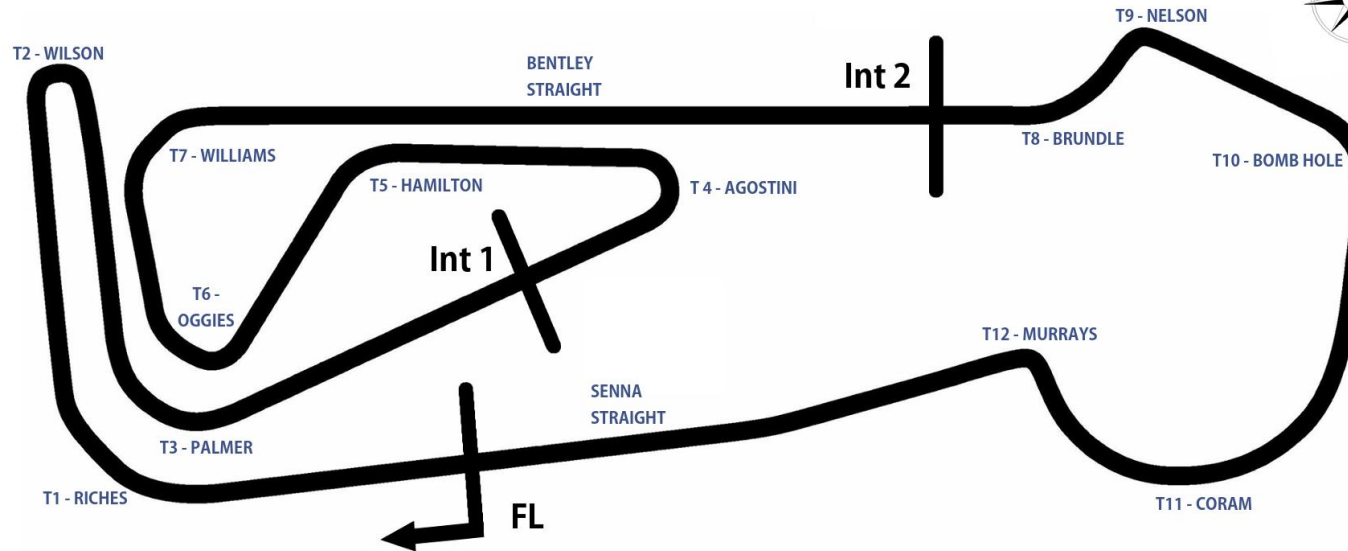
Snetterton 300 – 12th – 13th May 2025

Official Track Map



Snetterton 300 Circuit

Norwich, Norfolk, UK



Length	2.9689 miles 4.778 km 4778.0 m		
FL		52.46340 N	0.94476 E
Int 1	1545m	52.46487 N	0.94466 E
Int 2	3198m	52.46617 N	0.94964 E
Pit Entry	4572m	52.46364 N	0.94774 E
Pit Exit	40m after FL	52.46338 N	0.94420 E
Pit Entry - Pit Exit	246m, 22.1s @ 40kph, 14.7s @ 60kph		

Results & Live Timing available at – www.tsl-timing.com

Updated - 29/06/2024 09:39



Radios



Race Control to All Drivers radios will be used this weekend.

It will be used to advise all drivers of safety matters when on track, in assembly or parc ferme.

When going to assembly, please make sure the system is connected correctly before leaving the awning.

There will be a radio check carried out prior to each session.

We will check each car individually by calling your car number in or approaching the assembly area. Please acknowledge with a thumbs up when you have heard your number.

Procedure for Qualifying

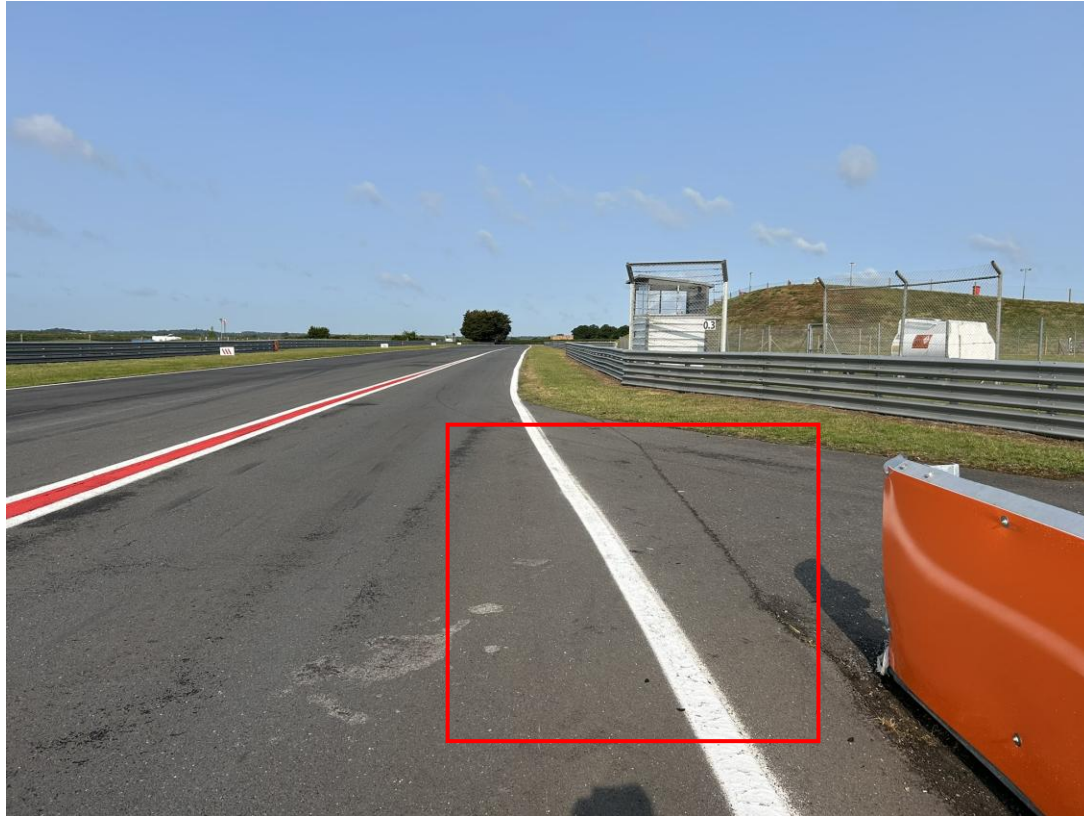


Proceed to the Assembly Area when instructed and assemble in the correct order.

On instruction proceed into pit lane, directed by marshals

When the pit exit light is turns green, that is the start of qualifying.

Practice starts



Practice starts can only be carried out at the pit lane exit during qualifying only.

Please use the area just past the first barrier gap orange board.

Stay as far RIGHT as possible as shown in the photo. DO NOT block the lane.

Don't be caught out by a car stopped in that location carrying out a practice start.

Do not stop on the track to practice your start or when approaching the starting grid where there will be other cars and, probably, marshals.

Pit Exit Blend Line



Don't cross the pit exit Blend Line until it turns to a dashed line when leaving the pits.



Procedure for Racing



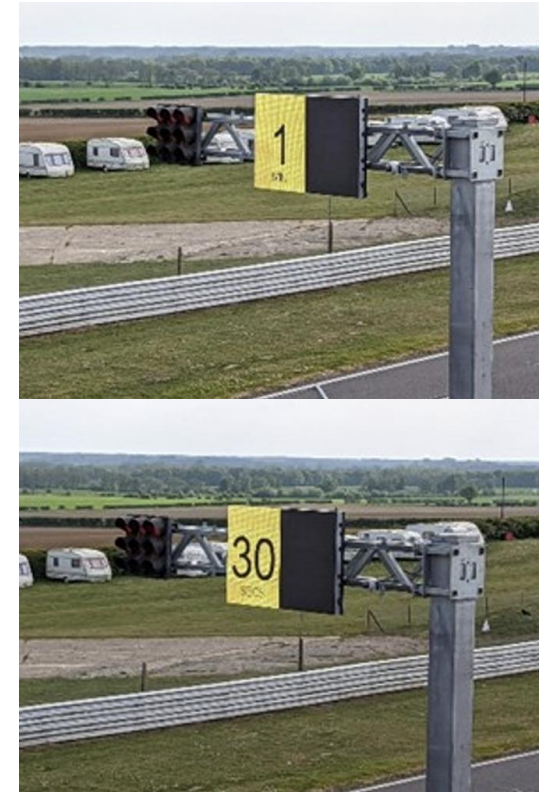
Proceed to the Assembly Area when instructed.

When released, you will go directly to the grid where you will be lined up by marshals.

Countdown of 1 Minute then 30 Seconds will be show on the LED Gantry panel.

Green flag lap will start, full lap, steady pace.

NO practice starts, wheel spinning or weaving after T12 (Murrays)



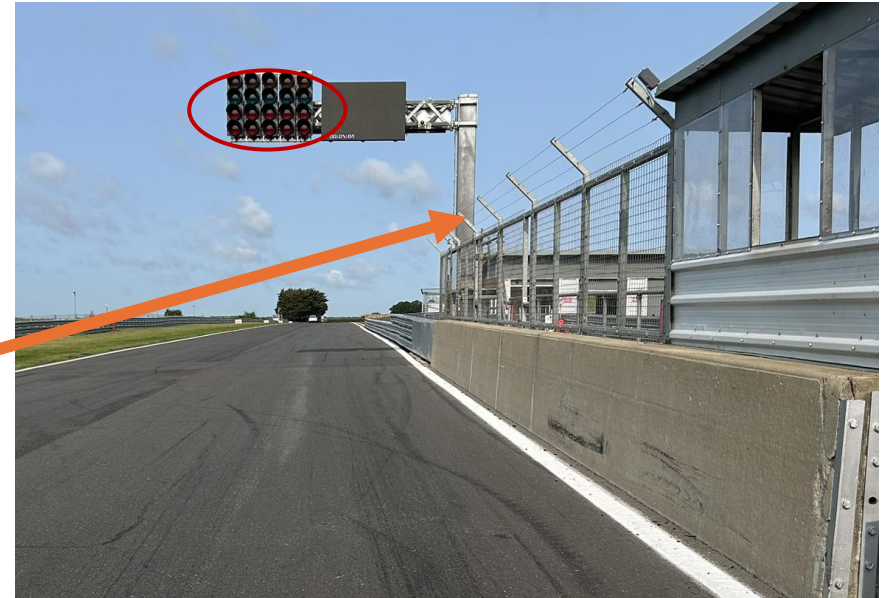
Procedure for Racing



When all cars are in position on the grid, the PHYSICAL 5 second board will be shown.
Red Lights will ALL be switched on. When the Red Lights are extinguished, that is the race start.
The start lights are mounted on the gantry.



PHYSICAL 5
Second Board
Location



Please pay particular attention to ensure that your car is correctly positioned in the start box and comply with the start procedure.

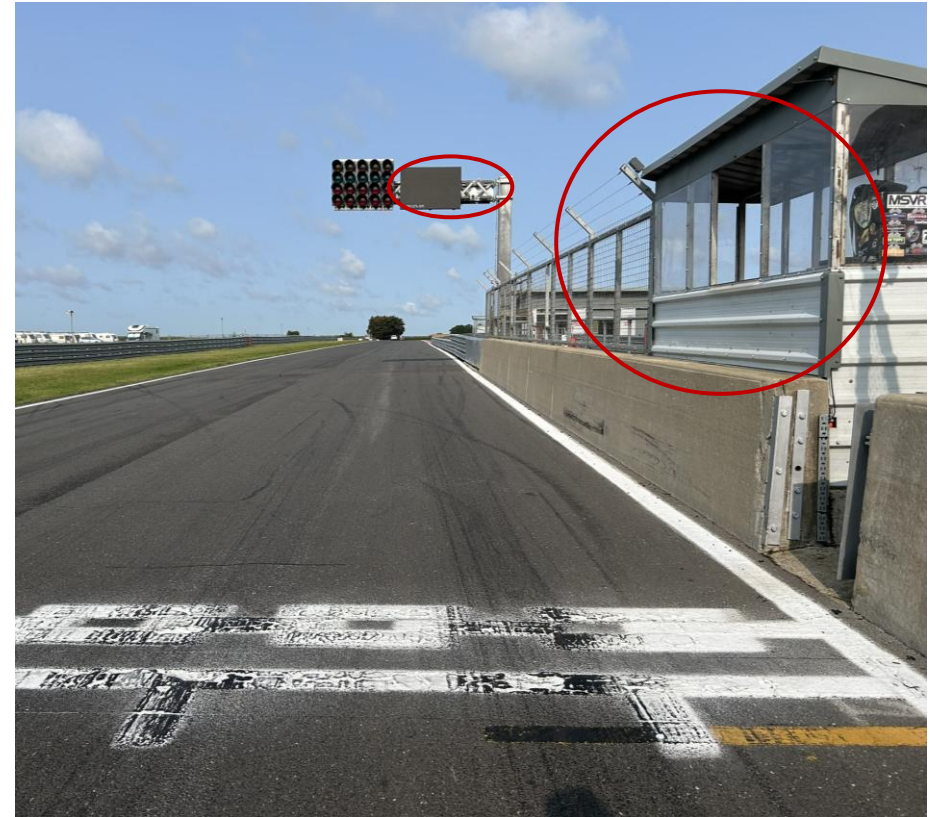
Control Flags



Control flags (Black/White, Black/Orange etc) with car numbers will be shown at the finish line on drivers RIGHT.

We also have use of the LED Panel next to the start lights. This can be used in conjunction or as well as the flags.

Make sure you check BOTH locations every lap to make sure you do not miss a signal.



Smart Marshalling



The smart marshalling system will be in operation for this event.

Black & White flags will be given to the cars directly. This may not necessarily be repeated at the control line.

It will however be displayed on timing screens for teams' info.



Track Limits

Be aware of the track limit regulations and comply with them

Particular attention to:

Turn 1 (Riches)

Turn 3 (Palmer)

Turn 5 (Hamilton)

Turn 7 (Williams)

Turn 9 (Nelson)

Turn 12 (Murrays)

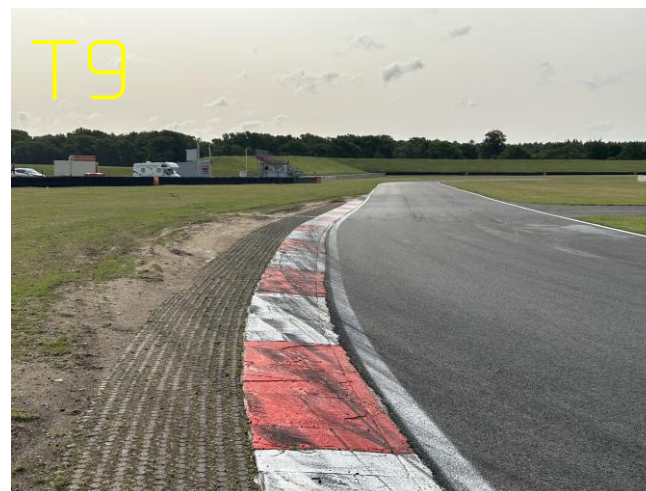
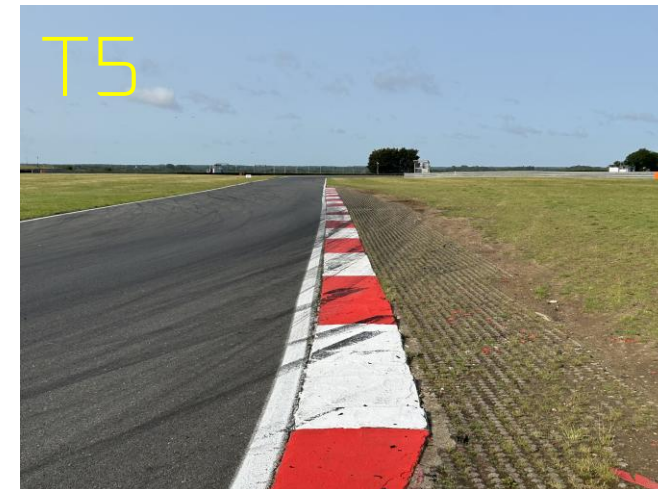
A driver will be judged to have left the track if any part of the contact patch of the tyre goes beyond either the outer edge of the Red & White kerbs or the white line where there is no kerb.

The green concrete is out of bounds.

Pressure Sensors & cameras will detect any breaches and are manually checked by a judge of fact before being passed to us.



Track Limits



T8 Cut Through

If you overshoot T8, continue straight on into the runoff.

DO NOT U-TURN

Follow the run off. Rejoin sharp right turn.

This must be done SAFELY & WITHOUT GAINING AN ADVANTAGE.



End of All Sessions



After taking the Chequered Flag after all sessions cars will complete a full lap.

Into the pit lane all the way to the end. Parc Ferme is on the right



End of All Sessions



For races, the top 3 will be stopped in Parc Ferme and directed to the podium.

All others, when directed, will proceed back to team awnings and remain under Parc Ferme conditions

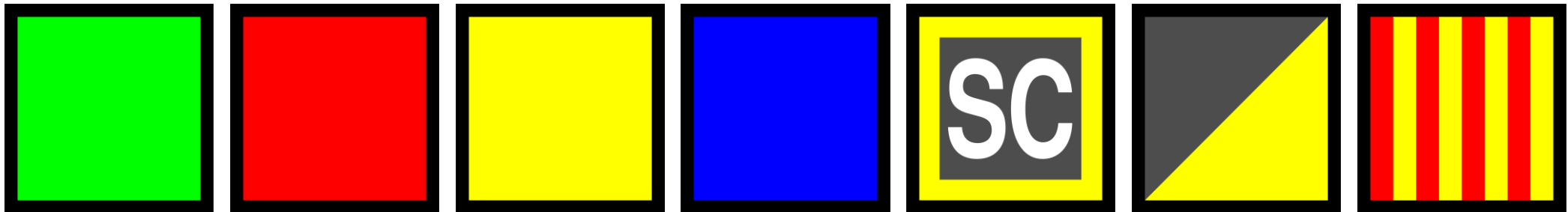
Great care should be taken when driving through the paddock.

Flag Signals



Motorsport UK Regulation NCR Chapter 12, Appendix 8, Art 12

At venues where light panels are operational these light signals will take priority and may be supplemented with flags.

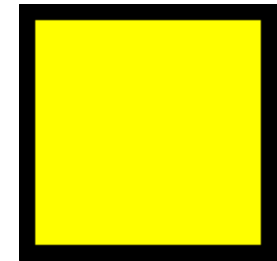


Yellow Flags



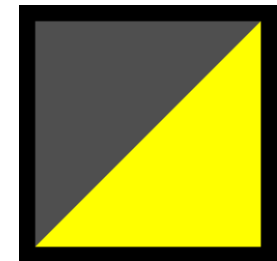
For the safety of my marshals, please respect them

SINGLE Waved Yellow means 'danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.



Single

Double Waved Yellow means 'great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking.



Double

Conduct Under Yellow Flags



Individual sector times, onboard video and data may be analysed for evidence of a significant reduction in pace.

Make it obvious to us such with a significant speed reduction or braking earlier for example.

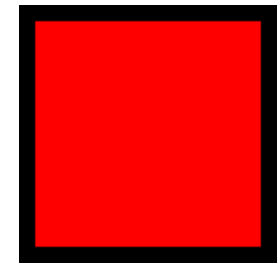
Red Flags



Immediately cease driving at racing speed proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

In Qualifying, return to the pit lane.

In Races, return to the back of the grid and marshals will let you know what to do from there.



Safety Car Procedure



If we need to deploy the safety car.

No overtaking.

Reduce speed.

Catch the Safety Car quickly but safely.

If the lights are on, follow the safety car exactly where it goes.

Single File



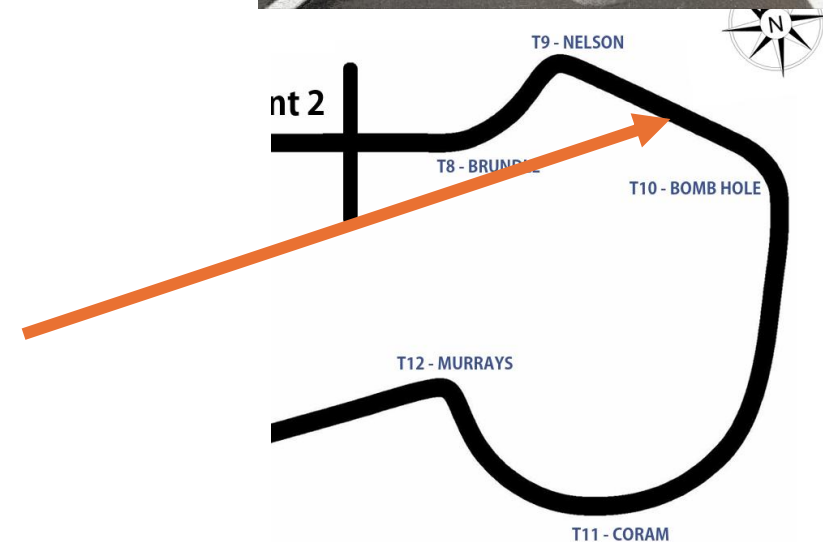
Safety Car Procedure



The safety car will join circuit at pit exit



Lights off between T9 (Nelson) & T10 (Bomb Hole) in ideal conditions.



Safety Car Procedure



No more weaving or sudden braking after the end of the curbing at T11 (Coram)

When drivers pass this location, no erratic acceleration or braking & no moves which are likely to endanger other drivers or impede the restart



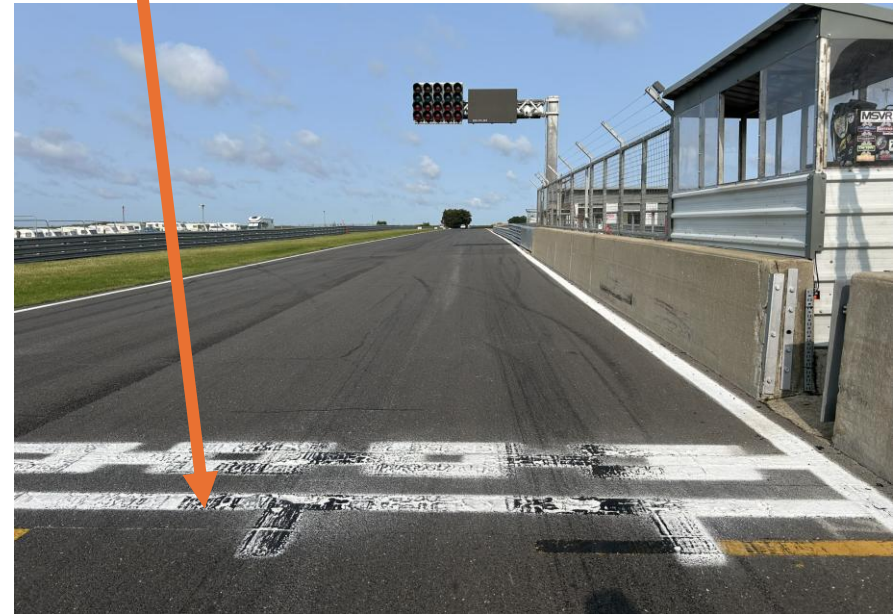
The safety car will leave the circuit via Pit Lane



Safety Car Restart



No overtaking or overlapping until the Control Line



Contact



Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

Racing Room, Defending & Crowding



MSUK Regulation NCR Chapter 12, Appendix 7, Art 1.5 (d) states:

"...In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted."

MSUK Regulation NCR Chapter 12, Appendix 7, Art 1.5 (e) states:

"Any Driver moving back towards the racing line having earlier defended position off-line must leave at least one Vehicles width between their own Vehicle and the edge of the Track on the approach to the corner."

MSUK Regulation NCR Chapter 12, Appendix 7, Art 1.5 (f) states:

"Manoeuvres liable to hinder other Drivers such as deliberate crowding of a Vehicle beyond the edge of the Track or any other abnormal change of direction are strictly prohibited."

If another driver has a significant amount of their car alongside yours you must leave them racing room.

Please drive with the above regulations in mind.

Protests



Only an official protest, correctly lodged, will be considered.
Unless advised, do not assume that Race Control are aware of
'your' issue.

Re-Read These Notes



This is FREE information.

More and more drivers are being caught out on procedures which are given to you.

Through your career, you will need to know this information, please do the learning here.

The presentation and notes will be on the noticeboard. This weekend they are on the MSVR website.

<https://www.msvr.co.uk/car/events/2025/july/sn-13>

Be Aware



AT ALL TIMES drive within the limit of your capability and that of the car. Be AWARE of what is happening around you.

Give each other racing room as required by the regulations.

There is only one 'racing line' and that is when yours is the only car on track.

Do not attempt overtaking manoeuvres that are marginal and likely to result in contact.

Race with Respect



Applies to ALL team members, personnel, friends, family etc.

This includes “gestures”!



Have a safe weekend



Driving Standards Advisor is Rob Jenkinson

Have a safe weekend

David Scott

GB4 Championship Clerk of the Course

Jon Provost

GB4 Championship Deputy Clerk of the Course

