



DRIVERS BRIEFING - Championship briefing maybe called if required.



Snetterton 13th & 14th August 2011

Welcome to Snetterton, rounds 11 & 12 of the Competition Car Insurance Ford Fiesta Championship.

- **CHAMPIONSHIP REGULATIONS, FINAL INSTRUCTIONS & MotorSport Vision Safety Guidance Notes.** These should have been read prior to attendance at the race meeting. If there are questions concerning these please ask the appropriate Clerk of the Course. A first time driver's information sheet about the new layout will be handed out at Signing on. **Please make sure you read them it will help you during the weekend.**
- **Please can you check that you have a working Transponder (MSA REGULATION Q12.1.2).** We had 1 or 2 cars at Silverstone that did not work. A list of car numbers is on the practice time sheets that don't work. TSL do hire transponders out.
- For all sessions cars must report to the Assembly Area, which is located near the far end of the pit garages, it is the driver's responsibility to be at the Assembly Area on time, listen to paddock PA. For practice & qualifying you will be released into the pit lane and then released onto the circuit. For the races released from Assembly Area to the grid please keep in grid position. **Practice starts & any weaving is forbidden.**
- The countdown will start when all cars in in the correct position with the 1 minute board then 30 second board, green flag will be waved for the start of the formation lap. **During the formation lap, practice starts & excessive weaving is forbidden.**
- The formation must be kept as tight as possible within reason & if it takes too long to complete, the clerk of the course may reduce the race time.
- Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as & any drivers unable to maintain grid positions on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag Lap but **must** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- Prior to the start, a five-Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn. **All cars must be straight on the grid.** Judges of fact will report any cars for out of position starts. Drivers, who deliberately take to the grass verges between the starting grid and Riches in order to gain an advantage, will be penalized.
- Only two people per competing car will be allowed to stand on the Pit Wall for the purpose of signalling. During the start of a race no personnel are allowed on the Pit Wall until all the cars are clear of the grid.
- **A yellow flag signals danger. They are primarily for the protection of the marshals & they must be observed. There are no reasons not to slow down or to keep your car under control under a yellow flag sector.** During all practice, qualifying and races, the Clerk of the Course will have the option to carry out "live snatches" under local Yellow Flags, so please check your towing eye.
- There is bound to be a speed differential during the practice/qualifying/race. Please observe the Blue Flags & watch your mirrors.
- The 2011 Competitors' & Officials' Year Book (Blue Book) is clear in stating "Manoeuvres liable to hinder other drivers such as premature direction changes on the straight, crowding cars towards the inside or the outside of the curve or any other abnormal change of direction are strictly prohibited...."
- CONTACT – motor sport is a NON CONTACT SPORT. Contact is dangerous. ALL reports of contact will be thoroughly investigated today or, if necessary after the weekend using video evidence. The full force of the M.S.A regulations will be enforced where appropriate.
- Drivers who fail to negotiate the left hand bend 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.
- Standards of conduct must be maintained both on and off the track.
- **SAFETY CAR.** If required the Safety Car will be used. The Safety Car will be in the Pit Lane & if scrambled it will join the circuit via the **PIT EXIT (IT WILL ENDEAVOUR TO PICK UP THE LEADER).** **Safety Car Regulations-Section Q, Appendix 2 in the 2011 competitors' & Officials' Year Book (Blue Book).**

- Respect track limits **at all time**. Drivers must use the track at all times. For the avoidance of doubt: 2011 competitors' & Officials' Year Book (Blue Book) Q14.5 (a to d). **Anyone ignoring this instruction & reported risks possible penalties**, such as "Stop-Go, Drive Through or time added to your race time & if reported in Practice or qualifying all or some lap times may be disallowed.
- If you have a mechanical problem during the Practice/Qualifying/Race, leave the circuit as soon as it is safe to do so, especially if your car is losing oil & take instructions from official/marshal at all times & help them to push the car when required.
- Mandatory Video Camera (Championship Regulation 3.15 Page 9) **All car must be fitted with a working video camera at all times during qualifying/race**. Failure to make available to the championship organiser the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the clerk of the course. If the clerk of the course determines that there is no acceptable cause or reason not to make the memory card available to the championship organiser this will result in the competitor having any official time or race position nullified. **The clerk of the course may take video from other cars which are not involved in incidents at any time**. If possible please write your car number on to the memory card so it doesn't get lost.
- Parc Ferme. After the qualifying/race, **all cars must** return to the Scutineering Bay where they will remain under Parc Ferme conditions. No stopping at pit area or work on the cars **of any kind** permitted and no data transmission may be taken. Any infringement may lead to penalties.

I wish you a safe and successful meeting

Derek Stanley – Ford Fiesta Championship Clerk of the Course
derekstanley@sky.com