



# Post Notes

July 18/19, 2026

RACE CONTROL : Mobile Phone/WhatsApp - 07511 064266 Email Address - snetterton.rc@outlook.com

## Introduction

On behalf of the Classic Sports Car Club, welcome to their annual meeting at Snetterton, which this year is in the middle of the season.

As usual we have a good entry, covering the full portfolio of the CSCC's Championships & Series.

The timetable will be a challenge, so we will be using rolling starts commencing at the Assembly Area with no stopping on the grid to save some time. Your support in minimising time lost between sessions for clearing incidents or dressing oil will be much appreciated.

There will be a briefing each day by the Podium at 08:15 to which all marshals are invited to attend.

Whilst we would recommend you read the entire Post Notes before attending the race meeting, to aid regular readers a vertical line has been added against any significant text changes from the June 6/7 edition.

## Marshals' Posts

With the completion of MP12.4A on the outside of the track opposite the Pit Lane Entrance over the winter period, this post must be used and no one should be assigned to MP12.4 between the track & Pit Lane entrance.

Whilst MP12.4 is no longer licensed for car race meetings, it is understood that it will continue to be used for bike meetings.

Note - the Light Panel controller on MP12.4A controls the Light Panel that is located on MP12.4.

Please report to Race Control anyone seen on MP12.4 when the track is live.

Whilst every effort is made by the Circuit & the Organising Club to ensure you have all the facilities you need when on post, sometimes things go wrong or aren't as expected. If you have a concern please contact the Chief Marshal or Race Control on the day and they will work with the Circuit staff to correct the issue as soon as possible.

In the, hopefully unlikely, event your concern cannot be addressed to your satisfaction, would you please contact Tony Weatherley (tony@weathrly.co.uk), who is the Association of British Motor Racing Clubs (ABMRC) appointed representative for Snetterton Circuit, to discuss next steps.

## Communications

The primary method of communication between the Marshals Posts & Race Control will be via a dedicated digital two way radio system. The radios are specific to each Post and your call sign will be based on the number of the Marshal Post. A list of the new call signs to reflect the FIA post numbering system is on the reverse of the attached circuit plan.

If you have any issues with your radio, you can call Race Control on the telephone number at the top of this page.

This phone number may also be used if there is important information to relay to Race Control for which the radio system is inappropriate.

## Written Reports

When a written Post Chiefs' Report is appropriate, we request that where possible it is submitted electronically to Race Control.

Whilst it is possible to download a pdf copy of the Post Chiefs' Report Form and fill the form in using a suitable app, experience has shown that most find it easier to fill in a paper version of the form, then photograph the report with your phone and use WhatsApp to send it to the Race Control Mobile Phone on 07511 064266.

As an alternative, a scan or photograph of the report can be emailed to snetterton.rc@outlook.com

Paper copies of the PCR form are available in the Post Bags (versions with either the MSUK or MSA logos are acceptable). An electronic copy is available from the new Motorsport UK Knowledge Hub by searching for the Post Chiefs' Report Form or from the following URL-  
[https://images.engagedcdn.net/motorsport-uk-website/production/knowledge-hub/Marshal-resources/Post\\_Chiefs\\_Report\\_Form.pdf](https://images.engagedcdn.net/motorsport-uk-website/production/knowledge-hub/Marshal-resources/Post_Chiefs_Report_Form.pdf)

If you do not have the ability to electronically send us your report please let Race Control know and we will arrange for a member of the Chief Marshal's team to come and either collect or take a photograph of your report.

Please take home any paper reports you submit and responsibly dispose of them, preferably through a shredder.

## Flags

Flags should be left on post overnight at the end of the first day of a two day meeting & left by the track at the end of the meeting, unless advised otherwise by Race Control. If your flags are supplied in a bag, please ensure they are stored overnight and returned at the end of the meeting in the bag.

The bag has been provided to help keep the flags clean.

CSCC have the option of using the Code 60 flag in their regulations & details of it's use are provided later in the Post

## Key Times -

|                                 | <u>Sat</u>   | <u>Sun</u>   |
|---------------------------------|--------------|--------------|
| <b>Marshals Check In : FROM</b> | <b>07:30</b> | <b>07:30</b> |
| <b>Briefing by the Podium :</b> | <b>08:15</b> | <b>08:15</b> |
| <b>Report to Post Chief :</b>   | <b>08:30</b> | <b>08:30</b> |
| <b>Circuit Inspection :</b>     | <b>08:45</b> | <b>08:45</b> |
| <b>Practice Starts :</b>        | <b>09:00</b> | <b>09:00</b> |

Notes.

Please collect a Code 60 flag with your Post Bag & Radio from the Chief Marshals on Saturday morning. The flag may be left on post overnight and should be returned with the Post Bag & Radio to the Chief Marshals on Sunday evening.

### Hazard Boards

Please advise Race Control when you have replaced yellow flags with a hazard board, to warn of a hazard that was not present when the current session commenced.

### Light Panels

Of the 23 marshals' posts at Snetterton, all the designated signalling posts, with the exception of MP12.9, have light panels and associated local controllers. MP 6.1 is an incident only post, so has neither flags nor a light panel.

To ensure the security of the light panel controllers when not in use, they are locked in a case mounted on the wall of the marshals' post. Instructions for accessing the controller are in the Post Bag. Please note the request from the Circuit that the controller is locked in its storage case at the end of each day and also if the marshals post is vacated at lunchtime or other break.

The National Competition Rules (NCR) mandate that for venues where light panels are operational ie. Snetterton, light signals will take priority and may be supplemented with flags. It is therefore vital that when displaying a signal to the drivers you should set the light panel first & follow it by the flag signal. Similarly you should withdraw the flag signal before turning off the light panel.

A copy of NCR Chapter 12 Appendix 8, which covers the regulations for 'Signals by Flags & Light Panels', can be supplied on request.

As a reminder the light panel is operated by pressing the relevant button on the controller & cancelled by pressing the 'Off' button.

To display a double waved yellow you press & hold the yellow button for more than 2 seconds.

When a waved or double waved yellow light is displayed on your panel, the system will automatically display a green light at the following panel. This green can be upgraded to a yellow should the operator of the following panel require it, but neither the operator or Race Control can cancel the green flag. Once the original yellow is cancelled, the system will automatically cancel the green 5 seconds later. *(This is contrary to the advice in the Motorsport UK video referenced below, but has been confirmed by Motorsport UK.)*

In addition, when a Post displays a double waved yellow light panel, the preceding light panel automatically shows a single waved yellow. Where possible the marshals at that Post should display the corresponding waved yellow flag. Similarly when the double waved yellow light panel is cancelled, it immediately cancels the preceding waved yellow light panel & the marshals will need to withdraw their waved yellow flag.

Any incidents that occur between MP12.9 & MP0.3 should be indicated with a single or double waved yellow flags at MP12.9. MP12.4A must display a single waved yellow signal (lights & optional flag) if MP12.9 displays double waved yellow flags.

If MP12.4A displays either a single or double waved yellow signal & the incident is prior to MP12.9, MP12.9 can display a



green flag in addition to the automatic display of a green signal at MP0.3. However, if the incident is between MP12.9 & MP0.3, MP12.9 should display either a single waved yellow flag or double waved yellow flags as appropriate for the incident. MP0.3 will then need to manually display the green signal (lights & optional flag).

Note - Although the stationary blue flag currently remains a permitted flag signal per the regulations, there is no equivalent light panel signal available on the controller, you should therefore avoid using the stationary blue flag to prevent any confusion for the drivers.

If you have internet access, it is strongly recommended that you view the MotorsportUK video on the operation of the light panel system via the following link - <https://motorsportuk.tv/videos/light-panels-a-guide-for-race-marshals-2024-update/>

For anyone who is interested in learning more about the light panel system, MotorsportUK have now released a second video which is aimed at Race Control users.

This can be viewed via the following link - <https://www.youtube.com/watch?v=zievCn4O-N0>

It should be noted that the light panel controllers have been modified to assist with the operation of the track on weekdays - see graphic of the controller face above.

The button which generates a white panel to replicate the white flag has a raised ring around the button & a sticker added below it states 'Full RED Non-race'. The raised ring, in particular, partially obscures the 'white flag' symbol on the controller

This change does not affect the function of the controller during race meetings; the button will continue to produce a white panel.

For weekday use this button is reprogrammed to produce a Full Course Red & the raised ring is in place to reduce the risk of the button being accidentally pressed.

This dual functionality means that it is essential that you check at the start of each day that you get the anticipated display on the light panel for each of the buttons & report immediately to Race Control any deviations from the expected panel displays.

There has been some comment & discussion during the first part of the season as to the clarity of the Slippery Surface or Change of Surface warning when displayed on the light panels. To address this EM have revised the light panel display to a single red stripe bordered by a yellow strip on either side with a narrow dark band between each stripe per the graphic below.



It is considered that this will significantly improve the clarity of the display when viewed at a distance.

### Code 60 Flag

The CSCC continues to use Code 60 as an alternative to deploying the Safety Car to neutralise a race.

When the Code 60 is displayed on the light panels & by flags at each post, all cars must slow down to 60 kph & hold station. No overtaking is permitted. This must be maintained until the Code 60 is withdrawn and replaced by waved green light panels & flags. Overtaking is permitted immediately after the waved Greens are displayed, unlike when the Safety Car is withdrawn.

To be effective the Code 60 light panels & flags must be displayed simultaneously at all Posts. To achieve this Race Control will broadcast a message warning of an impending Code 60 deployment. This should allow the flag marshal to get the flag ready. A short countdown will then be broadcast ending with the instruction to deploy the Code 60 flag, at which point all Posts should display the flag. The flag should be 'waved' initially for a minimum of one lap and until all vehicles have visibly slowed & then held stationary. Simultaneously, Race Control will display the Code 60 on all the light panels.

To aid the visibility of the flag it is recommended that it is 'waved' by means of an agitated vertical movement.

The withdrawal of the Code 60 will be advised in a similar way, with a warning & then a short countdown to the instruction to

deploy the waved Green. At this point all Posts should withdraw the Code 60 flag & replace it immediately with a waved green flag. Race Control will extinguish the Code 60 on the light panels & will centrally switch on the Green light panels. The Green light panels & flags will be displayed for approximately 90 seconds and there will be a further short countdown to advise when the green signals are to be withdrawn.

Should a further incident occur during the green signal period, locally controlled yellow signals should be displayed as normal. We will confirm this functionality during a system test just prior to the first session on Saturday morning.

Please report as normal any overtaking you observe whilst the Code 60 light panels/flags are displayed.

For avoidance of doubt, if you are displaying a green flag/lights at the time that the Code 60 flags are deployed, you MUST withdraw the Green flag/lights immediately. Yellow flags/lights to mark the approach to the incident should remain on display alongside the Code 60 flag.

### Safety Car

As per the March 2026 Marshals' Bulletin, there is no longer a need to reinstate the Green signal (Lights and/or Flags) for one lap once the automatic display of the Green Light Panel for 10 seconds has ended following the end of a Safety Car period. Race Committee have judged that the display of the Green on the Light Panels for 10 seconds is sufficient.

At the restart, Race Control will endeavour not to switch off the Safety Car signs on the Light Panels until the lead cars reach MP12.4. However, to minimise confusion when the Light Panels then display the Green, it is recommended that MP12.2 & MP12.4 withdraw their Safety Car Flags & Boards when they observe the Safety Car entering the Pit Lane.

### Track Limits

The Track Limit Cameras & Sensors system will be our primary method of monitoring track limits.

Unless you are specifically advised to the contrary by Race Control, it will not be necessary to report track limit infringements via the radio to Race Control at those locations with sensors/cameras.

Locations that require manual observation and reporting will be advised at the Marshals Briefing each day.

A Track Limit Guidance document is attached.

To assist Race Control in dealing with manual reports correctly, please call in any cars exceeding track limits due to reasons such as, avoiding another competitor's incident or making a significant driving error in the corner (eg. approached too fast) as a 'Left Track & Continued'. Under normal circumstance it would be expected that the competitor is disadvantaged as a result of leaving the circuit. However, if you perceive that the competitor may have gained an advantage ie, it allowed him/her to cut across the infield & rejoin ahead of his immediate competitors, then that must be reported to Race Control.

Where you are reporting an instance of 'Exceeding Track Limits', please provide a time for the infringement. This is particularly important during Qualifying so that the Timekeepers can delete the appropriate lap time.

Only verbal reports are required, no written reports, but please

be 110% certain that an infringement has occurred & that you have the correct car number.

### **Snatch**

Snetterton continues to be licensed for the use of 'Live Snatch' under local yellows on the outside of Turn 1 in the vicinity of the gravel trap and added part of the run off area at the end of the Bentley Straight on the inside of Turns 8 & 9.

Details of whether 'Live Snatch' is available at a specific meeting is detailed in the attached Meeting Information Sheet. However, the non-availability of a JCB/Manitou type vehicle, does not preclude Race Control from positioning a straight tow recovery vehicle to undertake 'Live Snatch' for specific or all sessions.

### **Gates**

Please continue to ensure that any gates between the track and public areas in your vicinity are kept closed at all times. Please also monitor the vehicles passing through them & report any unusual vehicle movements to Race Control immediately.

Please note that the gate nearest MP7.6 is no longer visible from the Post. Please check it periodically after vehicle movements.

### **Parking**

Please ensure that any marshals cars parked in the restricted areas in the vicinity of MP0.3 through to MP7.6 are not too close to the back of the armco barriers and that service roads and vehicle access gaps in the barriers are kept clear at all times. It is particularly important that there is adequate room for the large breakdown units to manoeuvre.

### **Smoking/Vaping**

Just for clarity when dealing with competitors/team personnel, smoking and vaping are forbidden in the working areas of the venue, this includes but is not limited to, the pit lane, assembly area, garages and Parc Fermé. Please ensure as marshals/race officials we aren't seen to be setting a bad example.

### **Two Driver Races**

The 40 minute races this weekend are intended for one or two drivers in one or two cars and feature a mandatory pit stop. The type and duration of the pit stop varies by series, so attached for your information is a copy of the CSCC 2026 Pit Stop Regulations.

### **Drivers in Back to Back Sessions**

There may be competitors who are participating in back-to-back qualifying sessions and/or races. We will do our best to keep you informed where this situation arises as it may cause a short delay to the commencement of the next session.

The competitors involved have been instructed to proceed directly to the Collecting Area after they have left the circuit from their prior session/race, but may refuel/change tyres in the Collecting Area prior to their next session/race.

### **Marshals' Sign-On**

If you Sign-On for this meeting after 17:30 on Wednesday July 15, please also contact the Chief Marshal's Team via the following email address to alert them - [marshals@brscc-ea.co.uk](mailto:marshals@brscc-ea.co.uk)

The Marshals Sign-On link is

<https://racing.msv.com/CheckIn/Officials/9af809a2-43ca-46ee-9820-573442a82f92>

### **And Finally.....**

Although we are still 2 to 3 months from starting to plan the 2027 Snetterton Training Day, now would be a good time to let the Chief Marshals know if there are any particular topics that you would like to be covered..

### **Senior Officials**

Motorsport UK Steward : Bob Lentell

Event Stewards : Ian Hattersley  
Fergie Whatling

Clerks of the Course : Terry Scannell (Senior)  
Graham Lindley  
Philip Dunlop  
Richard Sneader  
Les Conway

Chief Marshal : Kay & Karl Peterson

Secretary of the Meeting : Hannah Gardin  
Jo Lewkowicz (Deputy)





# Meeting Information Sheet

## July 18/19, 2026

RACE CONTROL : Mobile Phone/WhatsApp – 07511 064266 Email Address – snetterton.rc@outlook.com

### Race Data

| Race No. | Event                                                    | Basis of Grid                | Grid  | Start Type | Race Length | Grade     | Restart if    | Race Neutralisation | Snatch               |
|----------|----------------------------------------------------------|------------------------------|-------|------------|-------------|-----------|---------------|---------------------|----------------------|
| 1        | Ecurie Classic K and Mike Hawthorn Jaguar Challenge      | Practice 1 times             | 2 x 2 | R1         | 40 minutes  | Interclub | < 30 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 2        | R-Werks Special Saloons & Modsports - 1                  | Practice 2 times             | 2 x 2 | R1         | 15 minutes  | Interclub | < 11¼ minutes | Code 60/Safety Car  | Local Yellows/C60/SC |
| 3        | The Morgan Challenge - 1                                 | Practice 3 times             | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 4        | Adams & Page Swinging 60's                               | Practice 4 times             | 2 x 2 | R1         | 40 minutes  | Interclub | < 30 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 5        | Ramair BMW Championship - 1                              | Practice 5 times <u>1/</u>   | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 6        | Alpha Lexis Law Firm Jaguar Championship - 1             | Practice 6 times             | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 7        | R-Werks Special Saloons & Modsports - 2                  | Race 2 results <u>2/</u>     | 2 x 2 | R1         | 15 minutes  | Interclub | < 11¼ minutes | Code 60/Safety Car  | Local Yellows/C60/SC |
| 8        | The Morgan Challenge - 2                                 | Race 3 results               | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 9        | Lackford Engineering Midget & Sprite Challenge - 1       | Fastest Practice 7 times     | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 10       | Alpha Lexis Law Firm Jaguar Championship - 2             | See Note <u>3/</u> below     | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 11       | Ramair BMW Championship - 2                              | Race 5 results <u>4/</u>     | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 12       | Gold Arts Magnificent Sevens - 1                         | Practice 8 times             | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 13       | Co-ordSport Tin Tops and Wheeler Property Turbo Tin Tops | Practice 9 times             | 2 x 2 | R1         | 40 minutes  | Interclub | < 30 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 14       | Lackford Engineering Midget & Sprite Challenge - 2       | 2nd Fastest Practice 7 times | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 15       | Future Classics and Modern Classics and Puma Cup         | Practice 10 times <u>5/</u>  | 2 x 2 | R1         | 40 minutes  | Interclub | < 30 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 16       | Gold Arts Magnificent Sevens - 2                         | Race 12 results <u>2/</u>    | 2 x 2 | R1         | 20 minutes  | Interclub | < 15 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 17       | Liqui Moly Slicks and Verum Builders New Millenium       | Practice 11 times            | 2 x 2 | R1         | 40 minutes  | Interclub | < 30 minutes  | Code 60/Safety Car  | Local Yellows/C60/SC |
| 18       | Tin Tops, Turbo Tin Tops and Puma Cup                    | See Note <u>6/</u> below     | 2 x 2 | R1         | 15 minutes  | Interclub | < 11¼ minutes | Code 60/Safety Car  | Local Yellows/C60/SC |

#### Notes

- 1/ Classes R53 and R56 will start behind the other classes
- 2/ The outright winner of the first race (car and/or driver) will start the second race at that meeting, ten places further back on the grid eg. 1st to 11th
- 3/ The first 6 grid positions will be set by the finishing positions from their first race (Race 6), but modified by a random draw of a number between 1 & 6. The number selected will then swap the order of the finishers up to & including that number eg. If 4 is drawn the first 6 grid positions become 4, 3, 2, 1, 5, 6. the remaining grid positions will be allocated based on the competitor's fast lap time in the first race.
- 4/ For all classes except R53 and R56, the result of the first race will set the grid for the second race. For classes R53 and R56, the race 2 grid will be reversed, based on the finishing order of race 1.
- Classes R53 and R56 will start race 2 behind the other classes
- 5/ The Puma Cup Cars will be started approximately 10 to 20 seconds behind the Future Classics/Modern Classics on the drop of the national flag
- 6/ The grid order will be selected with the object of placing the fastest driver at the front. No split start.

### Start Procedures

Type R1 – 1 minute countdown & Green Flag in the Collecting Area before leaving behind the Safety Car. The cars will NOT stop on the Grid, but continue on the Green Flag Lap. Rolling Start.

### End of Practice/Qualifying/Race Procedure

After the display of the chequered flag, all cars will complete a full cooling down lap & leave the track via the Pit Lane Entrance.

### Garages

Saturday – Garages 1 to 11 – The Morgan Challenge, Garages 12 to 26 – R-Werks Special Saloons & Modsports

Sunday – Garages 1 to 13 – Co-ordSport Tin Tops, Garages 14 to 26 – Wheeler Property Turbo Tin Tops

Competitors may enter and exit their garages through either the front or the rear. If using the front, they must give way to those in the live session. Cars will go to the Collecting Area prior to their Qualifying session & Race.

Note – Competitors in Race 18 must not leave their garages for the Collecting Area via the Pit Lane during the Pit Stop window for Race 17 (opens 10 minutes after start, closes 25 minutes after start). They can exit via the rear of the garage during this period.

### Safety Car/Code 60

The Clerk of the Course has the option to deploy the Safety Car to neutralise the session during ALL Qualifying sessions & Races. In addition, the Clerk of the Course could deploy the Code 60 light panels/flags, as an alternative to the Safety Car, during Race sessions only.

### Live Snatch

One Snatch Vehicle based at Turn 1 (Riches), unless otherwise advised.

If deployed under 'Local Yellows' please ensure there are double waved Yellows at the Marshals Post prior to where the Snatch Vehicle is operating. If deployed under the Safety Car or Code 60 then the standard flag procedures apply.

*Reminder – If the Code 60 is deployed, there is NO Green light/flag at the marshals post after the incident.*

The decision as to whether to use 'Local Yellows', Safety Car or Code 60 always lies with the Clerk of the Course.

## Timetable

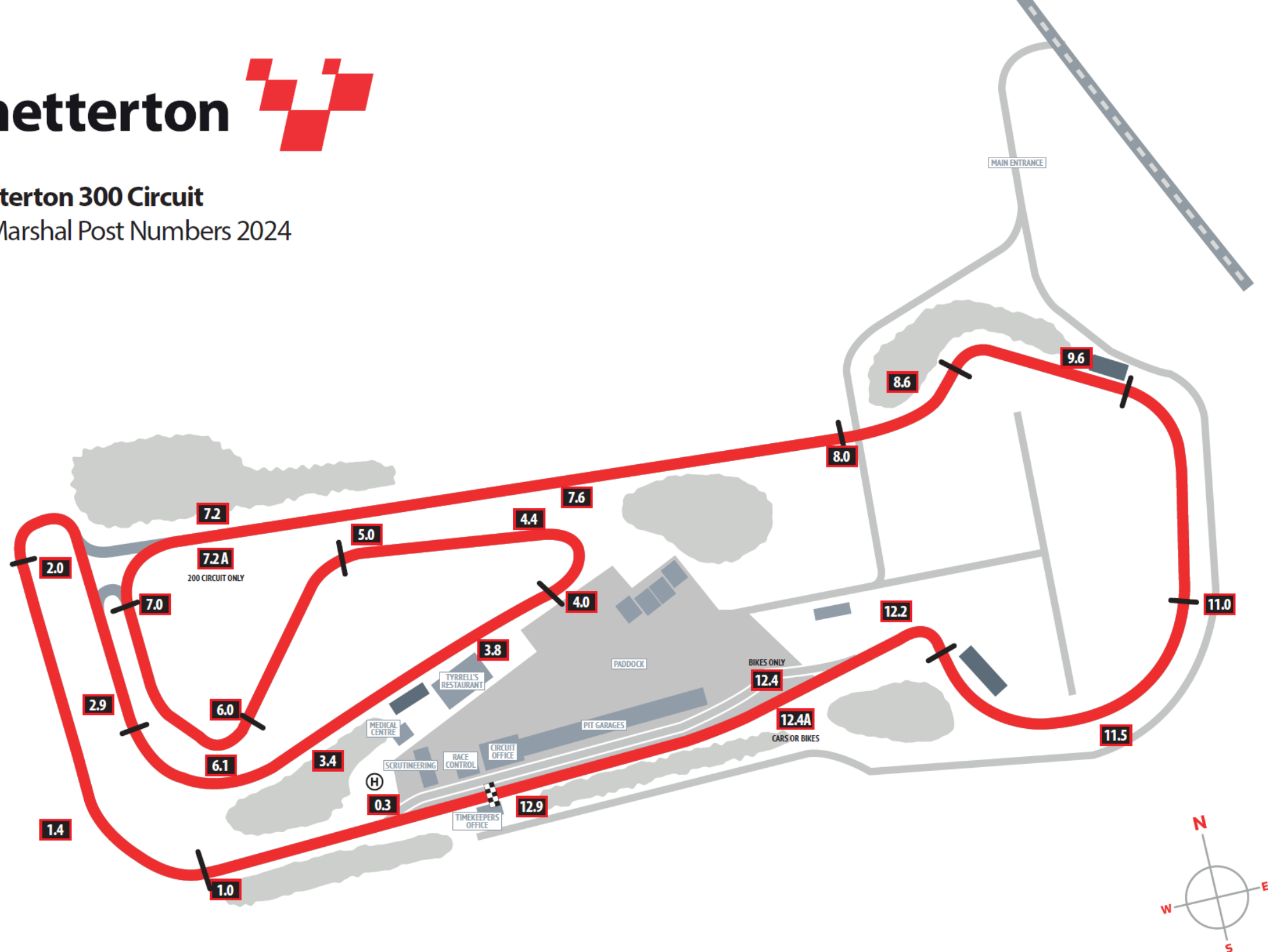
| Saturday 18th July 2026 |                                |                                                                                               |            |       |                  |       |        |        |
|-------------------------|--------------------------------|-----------------------------------------------------------------------------------------------|------------|-------|------------------|-------|--------|--------|
| Session No.             | Post Chief's Report Identifier | Session                                                                                       | Start Type | Grid  | Leave circuit at | Start | Finish | Period |
| 1                       | PRACTICE 1                     | Midland Classic Restorations Ecurie Classic K and Mike Hawthorn Jaguar Challenge - Qualifying |            |       | Pit Lane         | 09:00 | 09:30  | 00:30  |
| 2                       | PRACTICE 2                     | R-Werks Special Saloons & Modsports - Qualifying                                              |            |       | Pit Lane         | 09:40 | 10:00  | 00:20  |
| 3                       | PRACTICE 3                     | The Morgan Challenge - Qualifying                                                             |            |       | Pit Lane         | 10:10 | 10:30  | 00:20  |
| 4                       | PRACTICE 4                     | Adams & Page Swinging 60's - Qualifying                                                       |            |       | Pit Lane         | 10:40 | 11:10  | 00:30  |
| 5                       | PRACTICE 5                     | Ramair BMW Championship - Qualifying                                                          |            |       | Pit Lane         | 11:20 | 11:40  | 00:20  |
| 6                       | PRACTICE 6                     | Alpha Lexis Law Firm Jaguar Championship - Qualifying                                         |            |       | Pit Lane         | 11:50 | 12:10  | 00:20  |
| 7                       | RACE 1                         | Midland Classic Restorations Ecurie Classic K and Mike Hawthorn Jaguar Challenge              | R1         | 2 x 2 | Pit Lane         | 12:20 | 13:00  | 00:40  |
|                         |                                | Lunch                                                                                         |            |       |                  | 13:00 | 13:35  |        |
| 8                       | RACE 2                         | R-Werks Special Saloons & Modsports - 1                                                       | R1         | 2 x 2 | Pit Lane         | 13:50 | 14:05  | 00:15  |
| 9                       | RACE 3                         | The Morgan Challenge - 1                                                                      | R1         | 2 x 2 | Pit Lane         | 14:20 | 14:40  | 00:20  |
| 10                      | RACE 4                         | Adams & Page Swinging 60's                                                                    | R1         | 2 x 2 | Pit Lane         | 14:55 | 15:35  | 00:40  |
| 11                      | RACE 5                         | Ramair BMW Championship - 1                                                                   | R1         | 2 x 2 | Pit Lane         | 15:50 | 16:10  | 00:20  |
| 12                      | RACE 6                         | Alpha Lexis Law Firm Jaguar Championship - 1                                                  | R1         | 2 x 2 | Pit Lane         | 16:25 | 16:45  | 00:20  |
| 13                      | RACE 7                         | R-Werks Special Saloons & Modsports - 2                                                       | R1         | 2 x 2 | Pit Lane         | 17:00 | 17:15  | 00:15  |
| 14                      | RACE 8                         | The Morgan Challenge - 2                                                                      | R1         | 2 x 2 | Pit Lane         | 17:30 | 17:50  | 00:20  |
| 15                      | PRACTICE 7                     | Lackford Engineering Midget & Sprite Challenge - Qualifying                                   |            |       | Pit Lane         | 18:05 | 18:25  | 00:20  |

| Sunday 19th July 2026 |                                |                                                                                                                |            |       |                  |       |        |        |
|-----------------------|--------------------------------|----------------------------------------------------------------------------------------------------------------|------------|-------|------------------|-------|--------|--------|
| Session No.           | Post Chief's Report Identifier | Session                                                                                                        | Start Type | Grid  | Leave circuit at | Start | Finish | Period |
| 16                    | PRACTICE 8                     | Gold Arts Magnificent Sevens - Qualifying                                                                      |            |       | Pit Lane         | 09:00 | 09:20  | 00:20  |
| 17                    | PRACTICE 9                     | Co-ordSport Tin Tops and Wheeler Property Turbo Tin Tops - Qualifying                                          |            |       | Pit Lane         | 09:30 | 10:00  | 00:30  |
| 18                    | PRACTICE 10                    | Advantage Motorsport Future Classics and SuperPro Modern Classics and Trackday Solutions Puma Cup - Qualifying |            |       | Pit Lane         | 10:10 | 10:40  | 00:30  |
| 19                    | PRACTICE 11                    | Liqui Moly Slicks and Verum Builders New Millenium - Qualifying                                                |            |       | Pit Lane         | 10:50 | 11:20  | 00:30  |
| 20                    | RACE 9                         | Lackford Engineering Midget & Sprite Challenge - 1                                                             | R1         | 2 x 2 | Pit Lane         | 11:30 | 11:50  | 00:20  |
| 21                    | RACE 10                        | Alpha Lexis Law Firm Jaguar Championship - 2                                                                   | R1         | 2 x 2 | Pit Lane         | 12:05 | 12:25  | 00:20  |
| 22                    | RACE 11                        | Ramair BMW Championship - 2                                                                                    | R1         | 2 x 2 | Pit Lane         | 12:40 | 13:00  | 00:20  |
|                       |                                | Lunch                                                                                                          |            |       |                  | 13:00 | 13:35  |        |
| 23                    | RACE 12                        | Gold Arts Magnificent Sevens - 1                                                                               | R1         | 2 x 2 | Pit Lane         | 13:50 | 14:10  | 00:20  |
| 24                    | RACE 13                        | Co-ordSport Tin Tops and Wheeler Property Turbo Tin Tops                                                       | R1         | 2 x 2 | Pit Lane         | 14:22 | 15:02  | 00:40  |
| 25                    | RACE 14                        | Lackford Engineering Midget & Sprite Challenge - 2                                                             | R1         | 2 x 2 | Pit Lane         | 15:17 | 15:37  | 00:20  |
| 26                    | RACE 15                        | Advantage Motorsport Future Classics and SuperPro Modern Classics and Trackday Solutions Puma Cup              | R1         | 2 x 2 | Pit Lane         | 15:49 | 16:29  | 00:40  |
| 27                    | RACE 16                        | Gold Arts Magnificent Sevens - 2                                                                               | R1         | 2 x 2 | Pit Lane         | 16:44 | 17:04  | 00:20  |
| 28                    | RACE 17                        | Liqui Moly Slicks and Verum Builders New Millenium                                                             | R1         | 2 x 2 | Pit Lane         | 17:16 | 17:56  | 00:40  |
| 29                    | RACE 18                        | Co-ordSport Tin Tops, Wheeler Property Turbo Tin Tops and Trackday Solutions Puma Cup                          | R1         | 2 x 2 | Pit Lane         | 18:11 | 18:26  | 00:15  |



## Snetterton 300 Circuit

FIA Marshal Post Numbers 2024



| <b>MP No.</b> | <b>Call Sign</b>   | <b>Comments</b>                                                         |
|---------------|--------------------|-------------------------------------------------------------------------|
| 0.3           | Post Zero Three    |                                                                         |
| 1.0           | Post One Zero      |                                                                         |
| 1.4           | Post One Four      |                                                                         |
| 2.0           | Post Two Zero      |                                                                         |
| 2.9           | Post Two Nine      |                                                                         |
| 3.4           | Post Three Four    |                                                                         |
| 3.8           | Post Three Eight   |                                                                         |
| 4.0           | Post Four Zero     |                                                                         |
| 4.4           | Post Four Four     |                                                                         |
| 5.0           | Post Five Zero     |                                                                         |
| 6.0           | Post Six Zero      |                                                                         |
| 6.1           | Post Six One       | Incident point only                                                     |
| 7.0           | Post Seven Zero    |                                                                         |
| 7.2           | Post Seven Two     | Not used for 200 Circuit                                                |
| 7.2A          | Post Seven Two A   | 200 Circuit - Light Panel/Flag MP.<br>300 Circuit - Incident point only |
| 7.6           | Post Seven Six     |                                                                         |
| 8.0           | Post Eight Zero    |                                                                         |
| 8.6           | Post Eight Six     |                                                                         |
| 9.6           | Post Nine Six      |                                                                         |
| 11.0          | Post Eleven Zero   |                                                                         |
| 11.5          | Post Eleven Five   |                                                                         |
| 12.2          | Post Twelve Two    |                                                                         |
| 12.4A         | Post Twelve Four A |                                                                         |
| 12.9          | Post Twelve Nine   | Flags only/No Light Panel                                               |



## CODE 60 Regulations

The Code 60 regulations are covered in the Motorsport UK 2026 National Competition Rules in Chapter 12 Appendix 8 Article 3, and reproduced below -

### 3. Operation of Code 60

- 3.1. The **Code 60 Signal (Code 60)** will be brought into operation to neutralise a **Race** at the sole decision of the **Clerk of the Course** provided that all **Signalling Posts** in use are in direct communication with **Race Control**.
- 3.2. The order to display the **Signal** will be given to **Marshal Posts** following a countdown of not less than 15 seconds and come into operation after an 'on air' countdown "5-4-3-2-1 **Code 60 Signal Code 60 Signal**".
- 3.3. On the order from the **Clerk of the Course** the **Signal** will be waved at the **Start/Finish** line and simultaneously at all **Signalling Posts** in use around the **Circuit**. The **Signal** will continue to be 'waved' for a minimum of one lap and until all **Vehicles** have visibly slowed down following which the **Signal** will then be held stationary until the **Clerk of the Course** withdraws the **Code 60** in accordance with [Art.3.7](#) below.
- 3.4. **Yellow Signals** will continue to be waved at the incident but green **Signals** will not follow.
- 3.5. All competing **Vehicles** when notified of the **Code 60** intervention (by the flag **Signal** or by any other means) will release the throttle, gently reduce their speed to 60kph and should remain behind the **Vehicle** in front.  
**Note:** It is essential that **Drivers** slow down and avoiding sharp braking.
- 3.6. While the **Code 60** is in operation competing **Vehicles** may enter the pit lane but may only re-join the **Track** when signalled to do so by an **Official/Marshal**.
- 3.7. When the **Clerk of the Course** orders withdrawal of the **Code 60** there will be a radio message to all **Signalling Posts** in use "prepare to go green in less than 30 seconds" and be withdrawn after a countdown "5-4-3-2-1 Green **Flag**, Green **Flag**". **Code 60** will then immediately be replaced by a 'waved' green **Signal**. The 'waved' green **Signal** will be shown simultaneously at all **Signalling Posts**.
- 3.8. **Racing** will resume as soon as the green **Signal** is displayed.
- 3.9. Overtaking is strictly forbidden until the green **Signal** is displayed. Any infringements may be penalised by a time penalty of 1 minute or more.
- 3.10. Each lap covered while the **Code 60** is in operation will be counted as a **Race** lap unless specified to the contrary in the **Official Documents**.

# Track Limit Guidance

The main elements of the track limit rules are:

**‘Drivers must use the track at all times and may not leave the track without a justifiable reason’**

The principle is that all cars must remain on the tarmac (or kerbs) at all times and must not use the grass verges or run-off areas unless there is a good reason for doing so, such as: pulling off because of a problem, being forced wide by another competitor, taking avoiding action.

**‘a driver will be judged to have left the track if any part of the contact patch of the tyre either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb’**

The two pictures below show two cars one in an acceptable position and one in an unacceptable position.

**Picture A:**



**Picture B:**



**Picture A** shows a car with part of the contact patch of the tyre clearly beyond the white line which is not acceptable and should be called in as such.

**Picture B** shows a car running down the kerb and at no stage is the contact patch of the tyre over the back edge of the kerb, which is acceptable.

There will be times when the contact patch of the tyre is either beyond the white line or over the back edge of the kerb which should not be called in as track limits. This will be when:

- a) The competitor has been forced beyond the limit by someone on their inside
- b) The competitor made a mistake arriving at or through the corner and was correcting the problem, oversteer or understeer
- c) The competitor is taking avoiding action

**Breaches of track limits must be called in when:**

- a) The competitor has no mitigating circumstances which has put them into the position
- b) The contact patch of the tyre is clearly beyond the limit, not just the tiniest bit over

Acknowledgement: Thanks to Ian Watson for permission to use this document.

# 2026 Pit Stop, Winners Penalty and Red Flag re-grid Regulations

Updated 21/01/26



There are two pit stop formats, depending on the category you compete in, split between 'quick as you can' and timed. Here are the regulations, to get you up to speed on your category's pit stop format.

## Timed Pit Stop: 1 minute 30 seconds



A mandatory, timed pit-stop of 1 minute 30 seconds, timed from pit in to pit out is required during the race, unless indicated otherwise in Supplementary Regulations. If the R-Werks Special Saloons & Modsports, Gold Arts Magnificent Sevens, Open Series or The Morgan Challenge have a pit stop race, they will adopt these timed pit-stop regulations. Please see overleaf for pit window times. It is up to the driver (s) to calculate when they should exit the pit lane, so as not to stop short and incur a penalty.

A single driver may remain in the car, with belts fastened and with the engine running, provided that they remain in the car for the stop. If a driver leaves the car, for example, in a 2 driver team, they must:

1. Stop the car.
2. Switch off the engine.
3. Unfasten belts (do not touch belts or open door until stationary). A penalty may be incurred if you do.
4. First driver alights from stationary car, only then can 2nd driver enter car.
5. Engine may be restarted only when driver is seated.
6. Fasten harness, ensuring belts are over FHR (where relevant).
7. Having completed the elapsed stationary time, cars should be safely released, under full control with no excessive wheel spin.
8. For a 2-car team, the second car must wait stationary at adjacent pit box and only leave when ready.
9. No refuelling allowed in the pit stop.

## Quick as you can



A mandatory, untimed (quick as you can) pit-stop is required during the race (or an optional timed, 1 minute 30 stop) , unless indicated otherwise in Supplementary Regulations. Please see overleaf for pit window times.

1. Stop car
2. Switch off the engine
3. Unfasten belts (do not touch belts or open the door until stationary)
- 4 (a). If 2 drivers: First driver alights from stationary car, only then can 2nd driver enter car (there is no need to close door before 2nd driver enters).
- 4 (b). If single driver: Alight from stationary car, close door (if fitted) and re-open the car door, driver returns to car seat.
5. Engine may be restarted only when driver is seated.
6. Fasten harness, ensuring belts are over FHR (where relevant).
7. Safely release car into pit lane, under full control with no excessive wheel spin.
8. For a 2-car team, the second car must wait 30 seconds after the first comes to a halt, at adjacent pit box, before safely releasing car into pit lane, under full control with no excessive wheel spin.
9. Lotus Sevens have a minimum of 30 seconds stationary, single drivers don't need to get out of the car. *The CSCC reserves the right to apply this to other cars without doors or full roll cages.*
10. No refuelling allowed in the pit stop.

Adams & Page Swinging 60's competitors have the option of taking a 1 minute 30 second timed pit-stop (as per our Timed Pit Stop instructions above) if they are a single driver, but only if the driver informs the CSCC team at the morning briefing. Otherwise, it will be assumed that you will carry out a 'quick as you can' stop.



Recognised  
Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY  
Email: [info@classicssportscarclub.co.uk](mailto:info@classicssportscarclub.co.uk)  
Web: [www.classicssportscarclub.co.uk](http://www.classicssportscarclub.co.uk)  
Telephone: 01225 810655

# 2026 Pit Stop, Winners Penalty and Red Flag re-grid Regulations

Updated 21/01/26



## Timed Pit Stops

Those series with timed pit-stops are measured from the pit-in line (where the pit lane speed limit starts) to the pit-out line (where you can speed up, out of the pit-lane). A timed pit-stop allows you time to make a driver change, take a drink or adjust tyre pressures. Single drivers may sit in the car without exiting and may leave the engine running. You, the driver, are responsible for timing yourself, so invest in an easy to reach, simple, countdown timer. There is no margin of tolerance for a short stop, don't be tempted to press your stop watch early (think about it). Give yourself an extra couple of seconds for error. We don't want you to pick up a penalty.

## Quick As You Can

CSCC series with this type of pit stop are untimed and as the name suggests, the pit stop can be carried out as briskly or slowly as you wish, but above all else, must be done safely.

## Practise and Prepare

Practise your pit stop in your full race kit and explain to anyone helping you EXACTLY what you want them to do, where to stand and where to avoid, for their own safety. Check with your own eyes where the speed limit signs are located, some pit lanes have multiple painted lines which can confuse. You and your team should be willing to change where you plan to stop, there is no point agreeing to stop outside garage 19, if there are already 4 cars stopped there.

## Keep safe

When you intend to carry out your mandatory pit stop (within the pit window), please use your mirrors to check for cars nearby, then indicate your intention to leave the circuit, positioning your car to prevent a following vehicle overtaking to the side of the pit entry.

Slow down to the pit lane speed, travel down the lane adjacent to the pit wall, then pull well over, into a vacant part of the stopping area, so that your pit crew are not having to walk into a live travelling lane. Do not block a competitor by parking too closely in front, instead park behind another car, as they should be out of your way by the time you are ready to leave.

If exiting the car, you must turn the engine off before you exit and it must not be started again until a driver is seated and in control of the car. Allow enough time for you to be certain your shoulder belts are over your FHR (where applicable). If you are part of a 2-driver team and have different proportions, make sure your lap belts are suitably tight for both drivers: pulling on shoulder straps only, can result in your buckle being too high and lifting the lap straps above your hip bones. This could result in serious, soft tissue injury, in the event of a crash. Check your mirrors, then pull away from your pit box briskly but under full control of your car, no wheel-spinning or drifting. Do not impede a competitor and no overtaking in the pit lane. Do not cross the blend line when re-joining the track and use your mirrors.

## Hi-Vis New for 2026

During daytime qualifying and races in 2026, it is:

Mandatory for team members in pit-stop categories to wear a high vis top/tabard when on the pit wall and pit lane. Any colour high vis with reflective areas, except solid red, pink, orange, or yellow.

Mandatory for drivers in two-driver teams with a pit-stop to wear a pair of high vis armbands when in the pits/pit wall (out of car). The exception is in those moments immediately before/during/after a driver change. At this time the arm bands may be removed.

Highly recommended for all pit crew to wear them in the pits/pit wall during sprint (non pit-stop sessions).

Highly recommended for officials/committee to wear a tabard, marked CSCC for committee (with our logo) and scrutineers ( with 'scrutineer' script).

Team members in pit-stop races that refuse to wear hi-vis, nor leave the pit area, after an official request from an official or Marshal, may receive a minimum 5 second time penalty for their car, added after the race

## Winners Penalty - Timed Pit-Stop

These winners penalty seconds are added to the total mandatory pit-stop time. For example, if your series has a 1 minute 30 second stop and you carry a 20 second winners penalty, you will serve a 1 minute 50 second pit-stop. You may carry out any driver change immediately, you don't need to move to the penalty area and team members may work on your car throughout. Winners Penalties apply to both the car and the driver. If the driver races a different car in a subsequent race, the penalty still applies, likewise, if another competitor races the car in a subsequent race, the penalty still applies to the car. In rare cases, if the driver races a different car and another competitor races the car in the same subsequent race, the penalty still applies to both.

## Winners Penalty - 'Quick As You Can' Pit-Stop

These are served under 'parc ferme' conditions, in the penalty box/area. Depending on the circuit, this could mean that the penalty is served before, or after, the mandatory pit-stop. The penalty time is measured whilst the car is stationary. The car must move at least one car length, under its own power to enter/leave the penalty box. The mandatory pit-stop procedures (fastening belts, opening/closing doors etc.) must not take place at the same time as serving the time penalty. Team members may not touch the car, nor can anything be passed between driver and crew whilst it is serving its time penalty in the penalty area. Leaf blowers, to direct air at the car are permitted. Winners Penalties apply to both the car and/or the driver. If the driver races a different car in a subsequent race, the penalty still applies, likewise, if another competitor races the car in a subsequent race, the penalty still applies to the car. In rare cases, if the driver races a different car and another competitor races the car in the same subsequent race, the penalty still applies to both.



Recognised  
Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY  
Email: [info@classicssportscarclub.co.uk](mailto:info@classicssportscarclub.co.uk)  
Web: [www.classicssportscarclub.co.uk](http://www.classicssportscarclub.co.uk)  
Telephone: 01225 810655

# 2026 Pit Stop, Winners Penalty and Red Flag re-grid Regulations

Updated 21/01/26



## \*Safety Car/Code 60

In the event of a Safety Car/Code 60 being deployed/released **during** the pit window, the pit window will be extended until the end of the race. For the avoidance of doubt, this means, during a 40 minute race, if a safety car is deployed at 8 minutes into the race and withdrawn at 12 minutes, the pit window is NOT extended, as the safety car was deployed outside of the pit window. If the safety car is deployed at 12 minutes into the race and is withdrawn at 15 minutes, the pit window will remain open for the remainder of the race.

| Pit Window          | 30 min. race | 40 min. race |
|---------------------|--------------|--------------|
| Race Start          | 00:00        | 00:00        |
| Pit Window Opens*   | 10:00        | 10:00        |
| Pit Windows Closes* | 20:00        | 25:00        |
| Chequered Flag      | 30:00        | 40:00        |

## Red Flag New Grid

When a red flag occurs, a new grid will be produced by the timekeepers. If a red flag occurs before the pit window has opened, or after the pit window has closed, the running order is easy to work out. When a red flag occurs during the pit window, some competitors will have completed a stop, some haven't, whilst others are mid-stop.

**If a red flag occurs during the pit window, and not all drivers have completed their stop, a new grid will be formed, based on the running order at the point the pit window opened (subject to the race being re-started).**



Recognised  
Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY  
Email: [info@classicsportscarclub.co.uk](mailto:info@classicsportscarclub.co.uk)  
Web: [www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)  
Telephone: 01225 810655