



**Date 06/10/2024**

**Motorsport UK Permit Number CH2024/R108 (c)**

Dear Competitors and Team Managers,  
Please find below the Meeting Report for Round 7 at Snetterton.

### **Snetterton Meeting Report**

#### **Drivers Briefing**

- Carried out in person to all Drivers by Chris Pruden and Andy Stevens  
MSVR

#### **Qualifying 06/10/2024**

- The session commenced at 09:25 and concluded 09:45
  - Weather/Track: Cloudy/Dry
  - Comments: Cars-
    - \* Car 60 - please fit a working transponder for your next session
    - \* Car 96 - transponder stopped working/intermittent. please check positioning.
- No. 20, 36, 44, 46, 99 - 1 Lap time disallowed, exceeding track limits.  
No. 11, 72 - 2 Lap times disallowed, exceeding track limits.

Car 60 - disqualified from qualifying for failure to comply with black flag signals  
Q12.24.3 (m)

During qualifying car 60 was observed to be smoking heavily. The black and orange flag was shown for 3 laps, followed black flag for a further 3. Interviewed driver who apologised profusely explaining that he simply failed to see the flag as he was too focused on the car following technical problems earlier in the week.

Additional Comments: Car 60 is permitted to start from back of the grid for both races with a 10 second delay.

**Number of Licence Penalty Points: 4**

Car 53 was reported by scrutineer for working on car after chequered flag. Driver interviewed who stated that he came in before the chequered and was not aware of the flag. He stated that he was not aware of the countdown clock and if he was he saw only a black flag being displayed to another driver.

Under Motorsport UK Regulation G 5.3, I hereby order that you receive the following:  
Disqualified from qualifying session.

Additional Comments: Driver can start from back of grid with 10 second delay

Car 81 Following qualifying car 81 was weighed and found to be 4 kg underweight. Interviewed driver who was unable to provide any exceptional reason for not being disqualified.

Disqualified from qualifying session.

Additional Comments: Can start at back of grid with 10 second delay.

#### **Race 9 (your race 1)– Round 7 – 06/10/2024**

- The session commenced at 12:00 and ran for 11 laps and concluded 12:45
- Weather/Track: Bright/Dry
- **Comments: No Issues**

**DNF: Car 60**

#### **Race 14 (your race 2)– Round 7 – 06/10/2024**

- The session commenced at 16:33 and ran for 4 laps before red flagged at 16:45
- Weather / Track: Cloudy / Dry

Comments:

- Cars 60, 64, 96 - not running at the time of red flag.
- The re-start session commenced at 17:08 and ran for 3 laps and concluded at 17:15
- Weather / Track: Cloudy / Dry

**Comments:**

- Car 11 - Q 12.21.4 Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned.
- Brief Details: On first lap of restarted race heading into Agostini corner, car 11 is closing on car 17 and makes for a gap. The gap closes legitimately before 11 gets an overlap and he makes contact with car 17 causing car 17 to spin, and another car on the outside. Accordingly, under Motorsport UK Regulation G 5.3, I hereby order that you receive the following: Addition of time to your race time (Stated below) **Number of Licence Penalty Points: 3**  
Additional Comments: 5 seconds added to race time.

**DNF: Car 6, 60, 64, 68, 96**

#### **Car 11 - Eligibility - Post Race Scrutineering**

Brief Details:

Following the final race of the season (race 2 at Snetterton on 6 October 2024), car 11 (Dvr: Ryan Charters) was secured for end of season power test. The car was transported to Parr Motorsport, where the test was conducted on 10 October under supervision of Championship Scrutineer CliveMorse. The test was conducted under appendix 3 of the Championship Regulations. Car 11 was found to be 174 kW at the wheel on both runs as required by the regulations. (The regulation power for the vehicle being 162 kW at the wheels). I spoke to the driver on 11 October 2024, having previously emailed the 3 relevant documents. He was unable to provide exceptional reasons for the penalty of disqualification to be overturned.

Accordingly, under Motorsport UK Regulation G 5.3, I hereby order that you receive the following:

**Disqualified from the results of the race.**

Additional Comments: Note: C3.5.1 (a) and (b) only applied.

Decision passed to Championship coordinator for appropriate actions.

### **Car 81 - Eligibility - Post Race Scrutineering**

Brief Details:

Following the final race of the season (race 2 at Snetterton on 6 October 2024), car 81 (Dvr: Perry Darling) was secured for end of season power test. The car was transported to Parr Motorsport, where the test was conducted on 10 October under supervision of Championship Scrutineer CliveMorse. The test was conducted under appendix 3 of the Championship Regulations. Car 81 was found to be 173 kW at the wheels, on first run and 166 kW at the wheels on the second run. (Against a regulation power of 162 kW at the wheels). As per appendix 3 of the regulations it is the higher of these two figures that is used. I spoke to the driver on 11 October 2024, having previously emailed the 3 relevant documents. He was unable to provide exceptional reasons for the penalty of disqualification to be overturned.

Accordingly, under Motorsport UK Regulation G 5.3, I hereby order that you receive the following:

**Disqualified from the results of the race.**

Additional Comments: Note: C3.5.1 (a) and (b) only.

Decision passed to Championship Coordinator for action.

The results of **Round 7 are now declared.**

Complied by Chris Pruden – Date 23/10/2024.