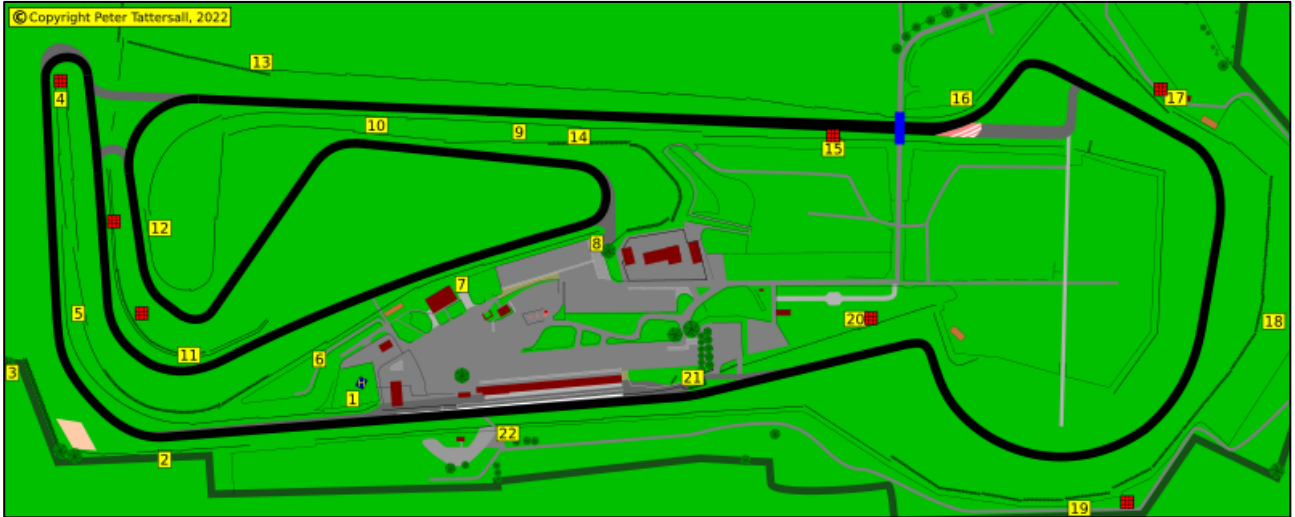


## Snetterton: Marshal Posts

The marshal posts for each configuration are shown separately.

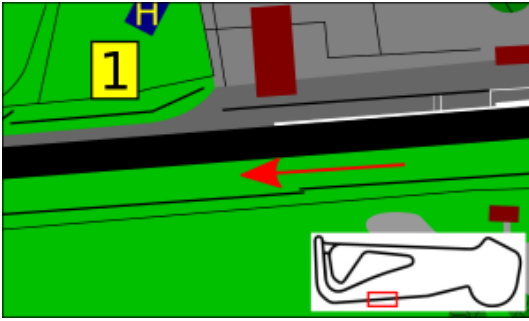
### 300 Configuration



Not all marshal posts are necessarily in use. As a minimum, each post should be visible to the marshals at the next post, in both directions. For example, Post 3 can see posts 2 and 4.

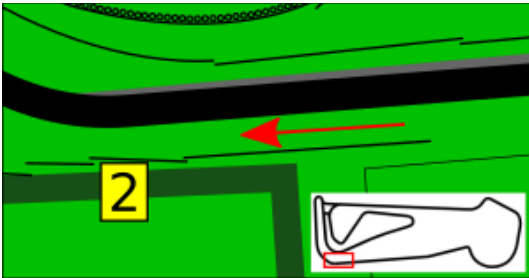
The green flag lap is a sighting lap and one of its intended uses is for the driver to learn the position of all manned posts.

The previous page displays a map of the circuit, showing the marshal posts for all configurations. Below, they are described in more detail.



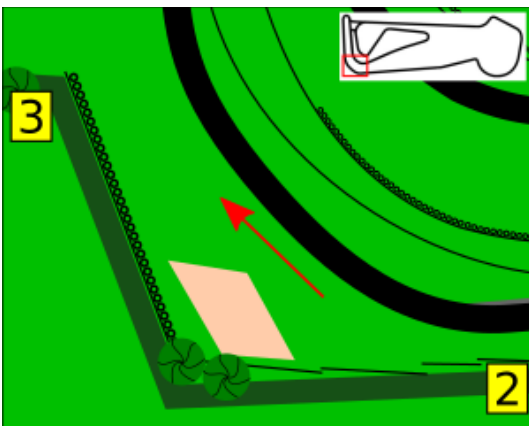
#### Marshal Post 1: Pitlane Exit

On the inside. Immediately after the end of the pitlane wall, looking to the right, there is a gap in the armco to allow access from the paddock. On the other side of the gap is this post.



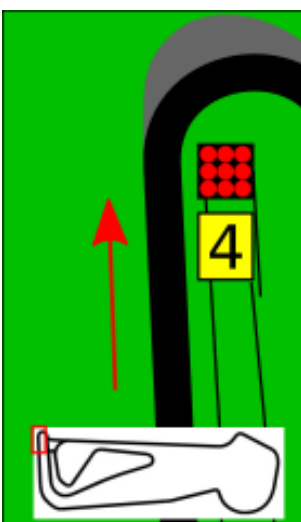
#### Marshal Post 2: Riches In

Opposite the very end of the pitlane exit, just as the broken white line merges into the apex kerb.



#### Marshal Post 3: Riches Out

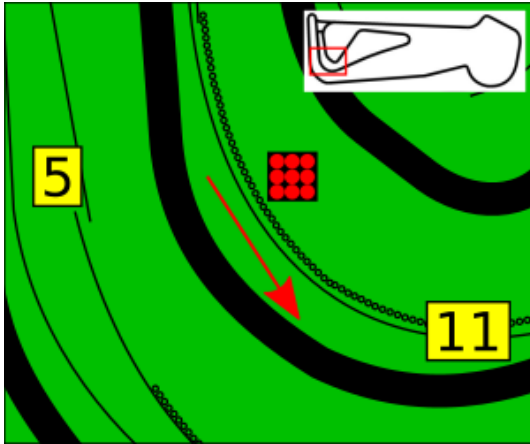
Opposite the very end of the apex kerb. It is also at the end of the tyre wall.



#### Marshal Post 4: Wilson In

On the inside (right) of the circuit, just before the head of the hairpin.

Ahead of the marshal post is a flag repeater light.



### Marshal Post 5: Palmer In

On the right of the circuit, just after the point at which the track begins to turn.

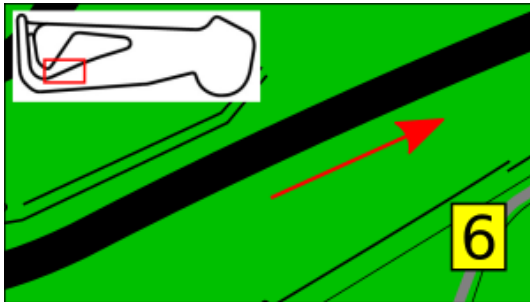
Opposite the marshal post is a flag repeater light.



### Marshal Post 11: Oggies

*This post can be seen on the inside (left) of the circuit, just after Palmer's apex. It serves Oggies corner and so can be disregarded when exiting Palmer.*

*I mention it here for two reasons:  
 1, without doing so may cause confusion when it is seen from this point;  
 2, I have seen a Marshal Post web site describing this as Post 6. As you can see from the photograph, the marshal is waving his flag for Oggies. Furthermore, the post looks too confined to be suitable for also flagging Palmer.*



### Marshal Post 6: Palmer Exit

On the right just after the end of the exit kerb and, opposite, the armco barrier.

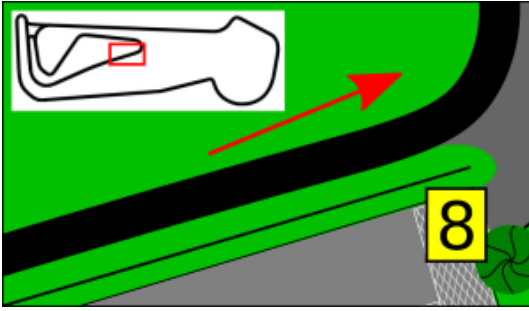
This post is most in the eyeline when at Palmer's apex, where the driver may be looking further ahead, or may have a leading car blocking the view. Care is therefore especially important here.



### Marshal Post 7: Tyrrells

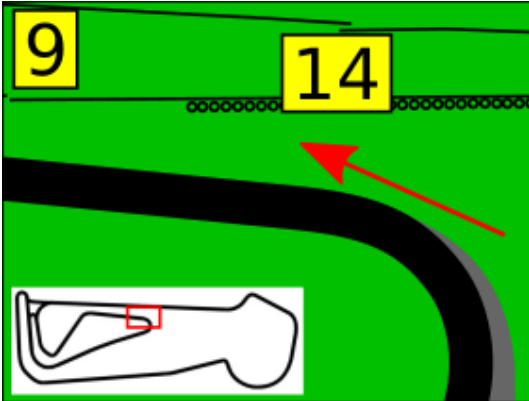
This is also the start line for the 100 configuration.

On the right just after the large building, Tyrrells Restaurant.



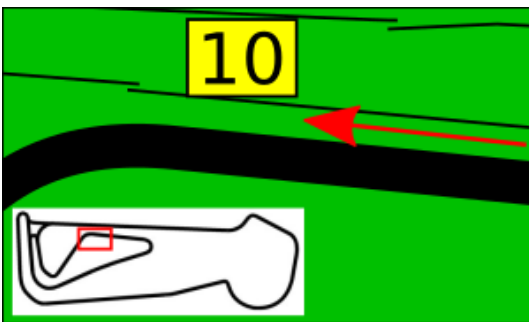
#### Marshal Post 8: Agostini In

On the outside, right, by the turn-in point for the hairpin. There is an access road immediately after.



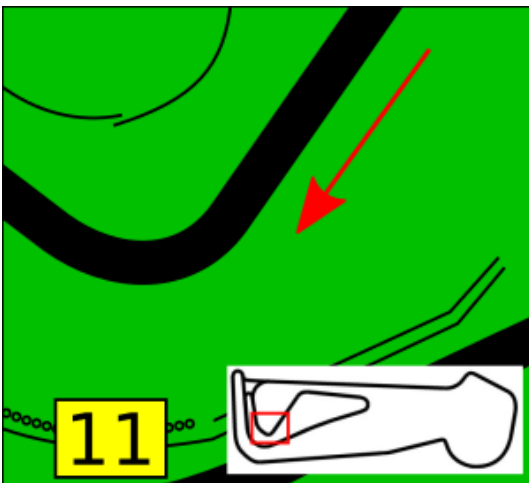
#### Marshal Post 9: Agostini Out

On the outside, right, just after the end of the exit kerbing.



#### Marshal Post 10: Hamilton

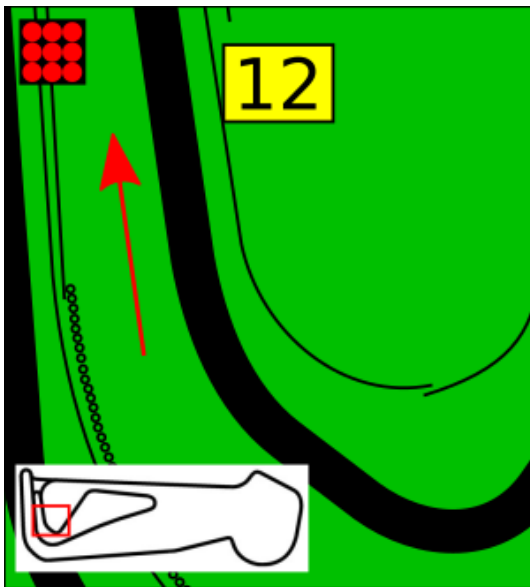
On the outside, right, just before the turn-in point.



#### Marshal Post 11: Oggies

Having exited Hamilton, this post can be seen ahead, to the left.

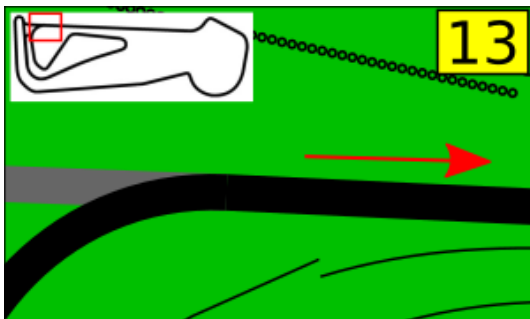
It is opposite the apex of Oggies,



### Marshal Post 12: Williams

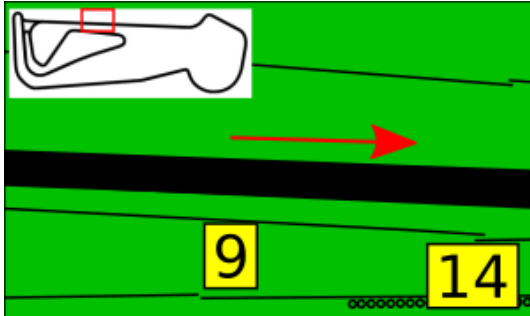
When between the two Oggies' apexes this post can be seen ahead, to the right. It is almost midway between corners Oggies and Williams.

Opposite the marshal post is a flag repeater light.



### Marshal Post 13: Williams Exit

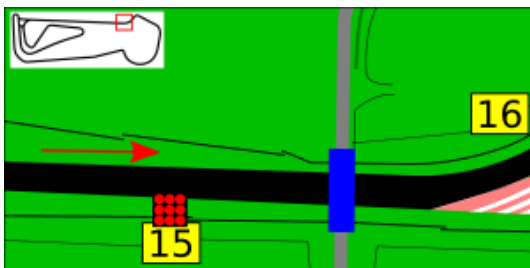
When at the apex of Williams, this post can be seen straight ahead. It is at the end of the exit kerb, on the left.



### Marshal Post 14: Centre of Bentley Straight

To the right of the track. The post should be easily spotted, as it is very close to the edge of the track.

*Between Marshal Posts 13 and 14 are two posts (10, then 9) that serve the previous straight between corners Agostini and Hamilton.*



### Marshal Post 15: Brundle (Formerly Esses In)

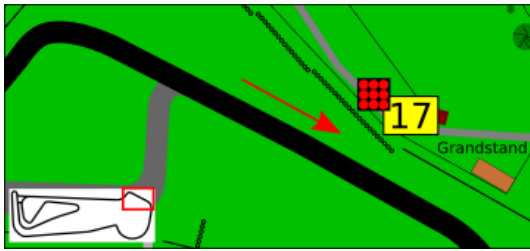
Before the bridge, on the right.

By the marshal post is a flag repeater light.

### Marshal Post 16: Brundle

Right on the apex of Brundle, on the left, this post is difficult to miss, but to see it early takes a little care

As you pass under the bridge, look to the left of the end of the armco.

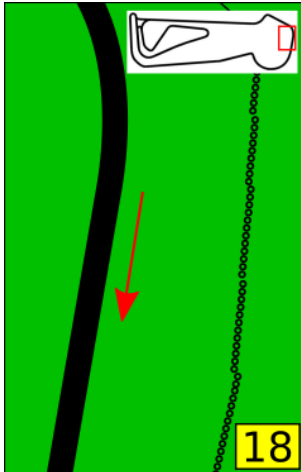


### Marshal Post 17: Bomb Hole In

As you start to turn into Nelson, the preceding corner, looking across, inside the apex, the flag repeater light can be seen.

The post is located on the outside left, just before the entry to Bomb Hole. It is towards the end of the tyre wall, just before the start of the armco barrier and a grandstand.

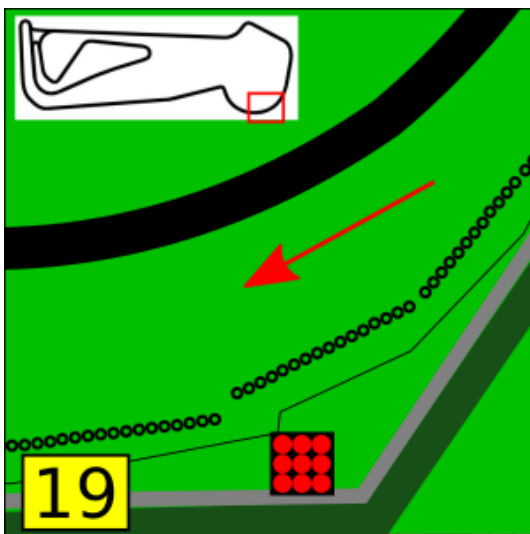
By the marshal post is a flag repeater light.



### Marshal Post 18: Bomb Hole Exit

This post can be difficult to spot, because it is set so far back, on the outside left of the track.

Depending on the line taken, it can be seen straight ahead as the driver comes to the end of the apex kerb.

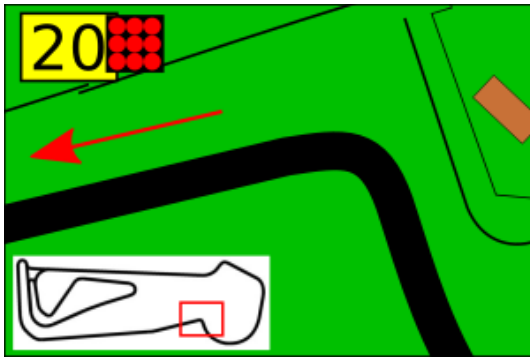


### Marshal Post 19: Coram

In the straight between Bomb Hole and Coram, look into the distance, to the right of Coram's apex, where the post's repeater light can be seen.

The post is on the outside left of the track, quite far back. Opposite the centre of the apex kerbing.

Before the marshal post is a flag repeater light.

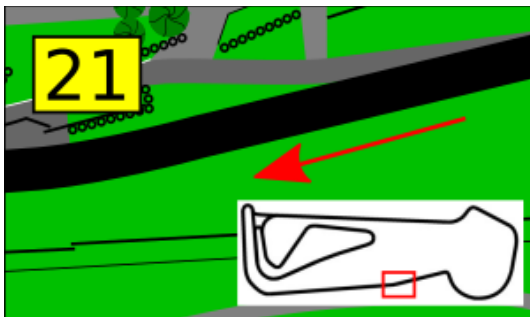


### Marshal Post 20: Murrays

As you continue steering right through the last part of Coram, the knoll by Agostini corner can be seen in the distance. Looking towards the right base of that hillock, this post's repeater light can be seen.

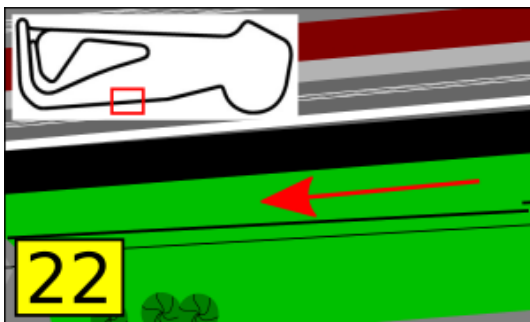
When at the apex of Russell, the post can be seen ahead. It is after the exit of Murrays, on the inside, right, just before the start of the armco.

By the marshal post is a flag repeater light.



### Marshal Post 21: Pit Lane Entry

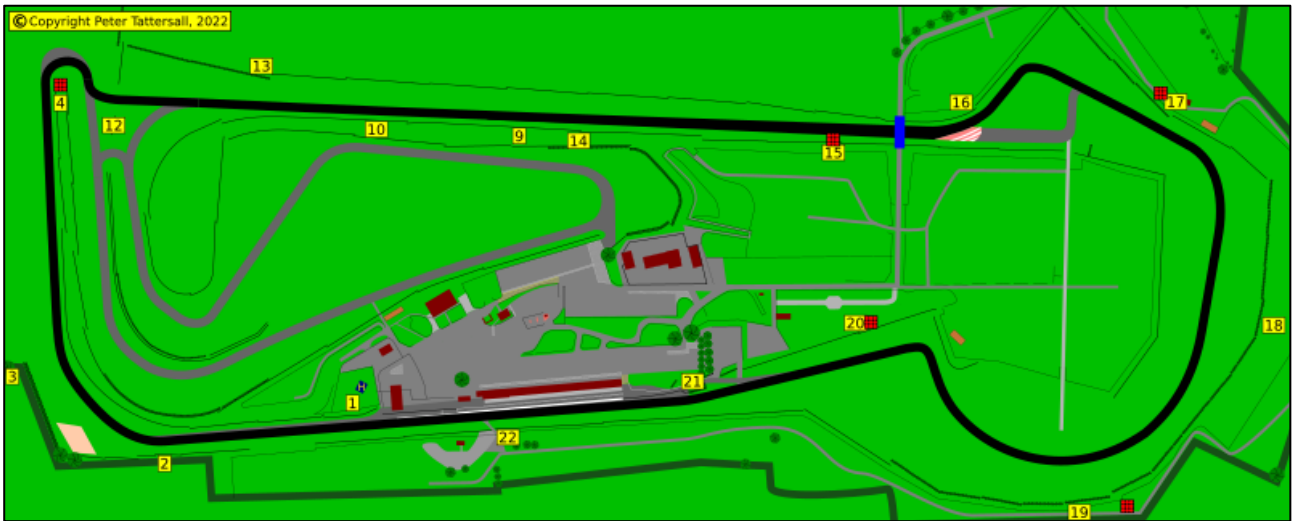
On the island between the pit lane entry and the track, just before the start of the pit wall.



### Marshal Post 22: Senna

The timekeeper's building can be clearly seen on the outside, left, alongside the Start/Finish line. The post is just before

## 200 Configuration

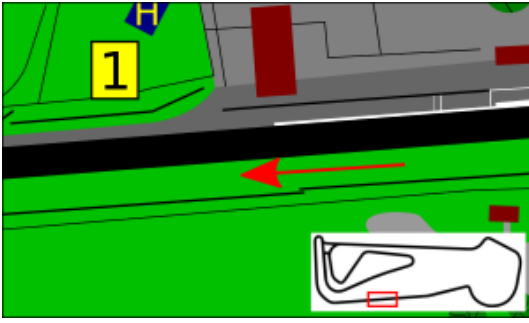


Not all marshal posts are necessarily in use. As a minimum, each post should be visible to the marshals at the next post, in both directions. For example, Post 3 can see posts 2 and 4.

The green flag lap is a sighting lap and one of its intended uses is for the driver to learn the position of all manned posts.

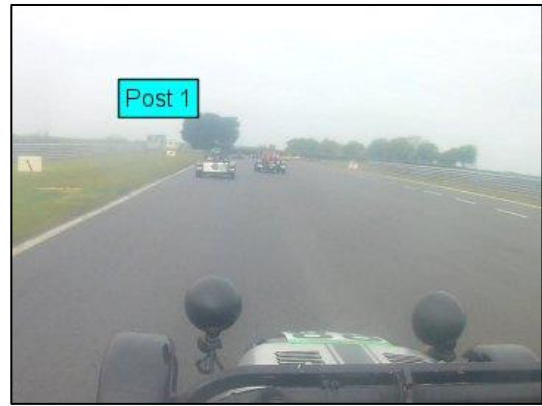
The previous page displays a map of the circuit, showing the marshal posts for all configurations. Below, they are described in more detail.

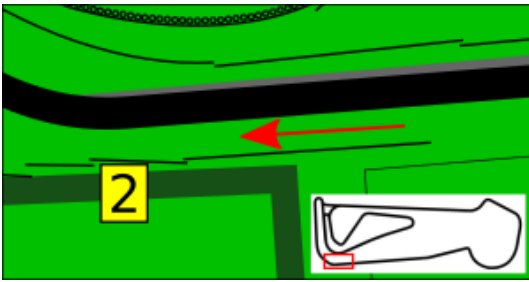




### Marshal Post 1: Pitlane Exit

On the inside. Immediately after the end of the pitlane wall, looking to the right, there is a gap in the armco to allow access from the paddock. On the other side of the gap is this post.

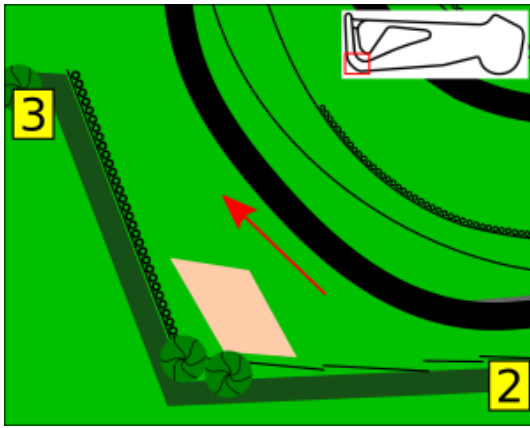




### Marshal Post 2: Riches In

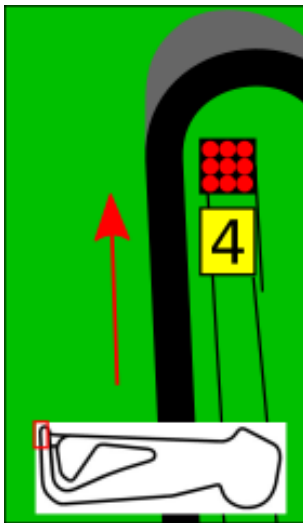
Opposite the very end of the pitlane exit, just as the broken white line merges into the apex kerb.





### Marshal Post 3: Riches Out

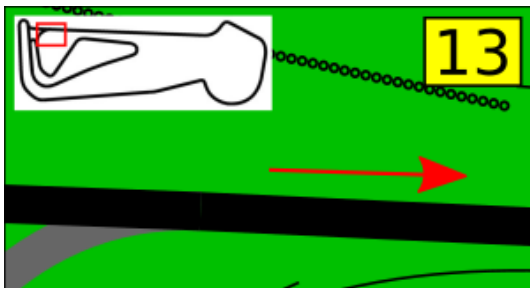
Opposite the very end of the apex kerb. It is also at the end of the tyre wall.



### Marshal Post 4: Wilson In

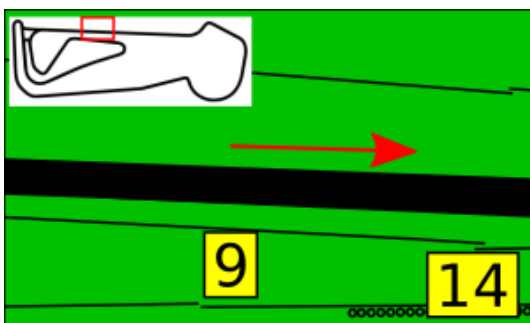
On the inside (right) of the circuit, just before the head of the hairpin.

Ahead of the marshal post is a flag repeater light.



### Marshal Post 13: Start of Bentley Straight

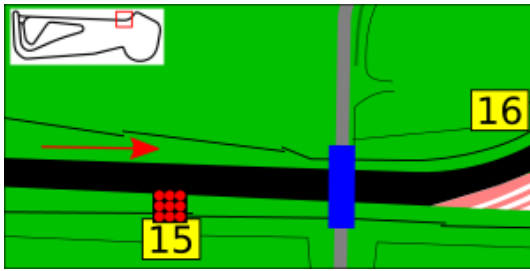
On joining the Bentley Straight, there is an exit kerbing for the 300 configuration. The marshal post is on the left, at the end of this kerbing.



### Marshal Post 14: Centre of Bentley Straight

To the right of the track. The post should be easily spotted, as it is very close to the edge of the track.

*Between Marshal Posts 13 and 14 are two posts (10, then 9) that serve the previous straight between corners Agostini and Hamilton.*



### Marshal Post 15: Brundle (Formerly Esses In)

Before the bridge, on the right.

By the marshal post is a flag repeater light.

### Marshal Post 16: Brundle

Right on the apex of Brundle, on the left, this post is difficult to miss, but to see it early takes a little care

As you pass under the bridge, look to the left of the end of the armco.

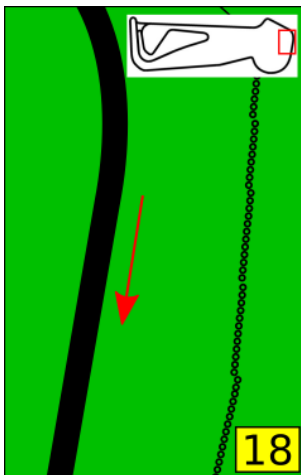


### Marshal Post 17: Bomb Hole In

As you start to turn into Nelson, the preceding corner, looking across, inside the apex, the flag repeater light can be seen.

The post is located on the outside left, just before the entry to Bomb Hole. It is towards the end of the tyre wall, just before the start of the armco barrier and a grandstand.

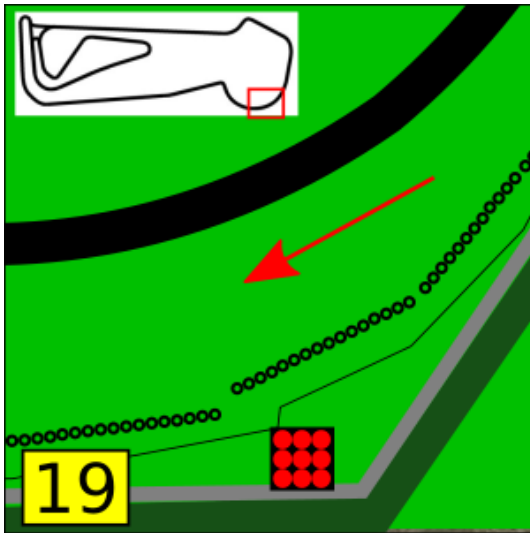
By the marshal post is a flag repeater light.



### Marshal Post 18: Bomb Hole Exit

This post can be difficult to spot, because it is set so far back, on the outside left of the track.

Depending on the line taken, it can be seen straight ahead as the driver comes to the end of the apex kerb.

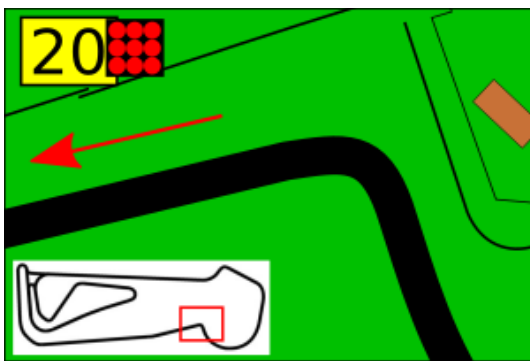


### Marshal Post 19: Coram

In the straight between Bomb Hole and Coram, look into the distance, to the right of Coram's apex, where the post's repeater light can be seen.

The post is on the outside left of the track, quite far back. Opposite the centre of the apex kerbing.

Before the marshal post is a flag repeater light.

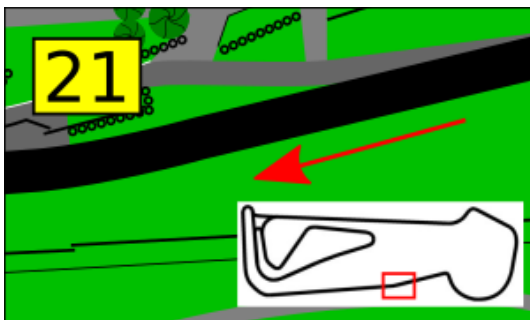


### Marshal Post 20: Murrays

As you continue steering right through the last part of Coram, the knoll by Agostini corner can be seen in the distance. Looking towards the right base of that hillock, this post's repeater light can be seen.

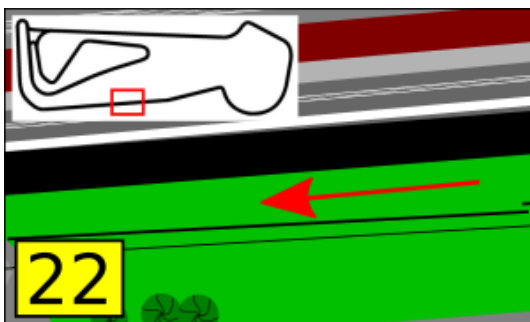
When at the apex of Russell, the post can be seen ahead. It is after the exit of Murrays, on the right, just before the start of the armco.

By the marshal post is a flag repeater light.



### Marshal Post 21: Pit Lane Entry

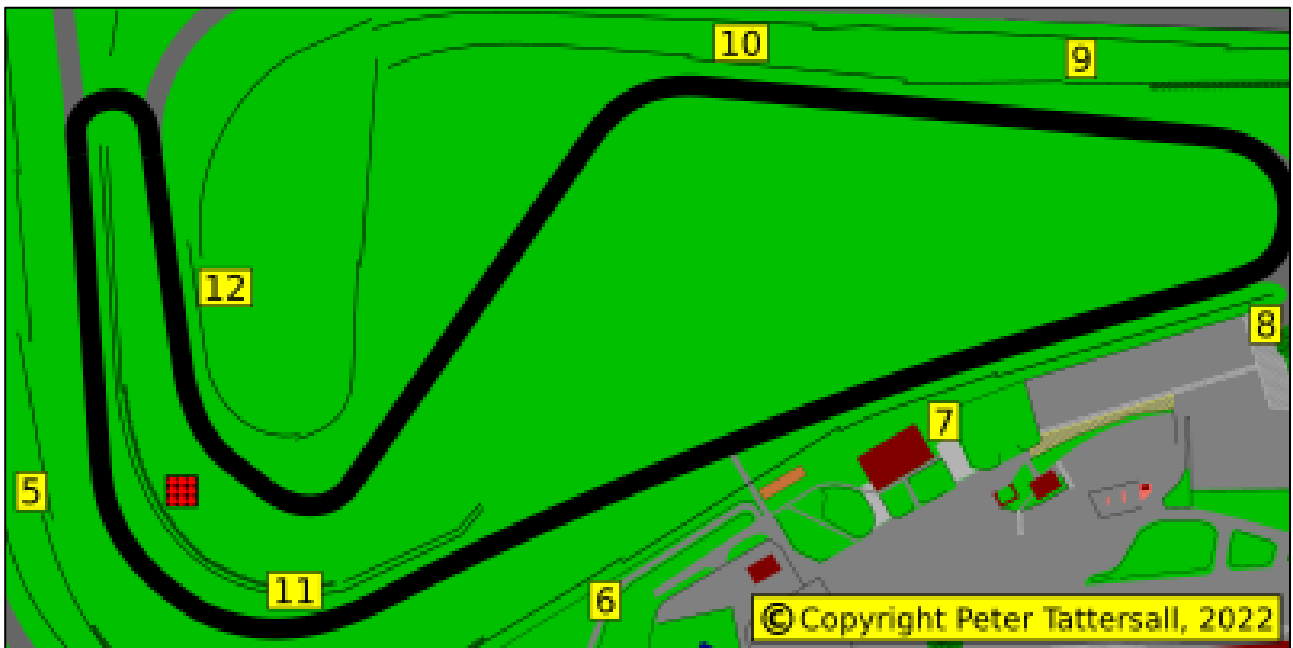
On the island between the pit lane entry and the track, just before the start of the pit wall.



### Marshal Post 22: Senna

The timekeeper's building can be clearly seen on the outside, left, alongside the Start/Finish line. The post is just before

## 100 Configuration

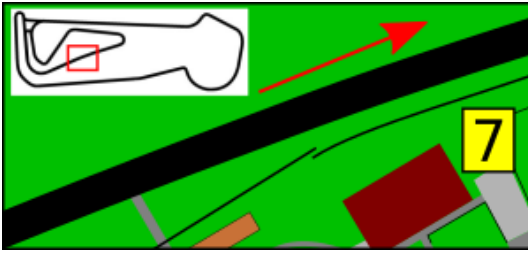


Not all marshal posts are necessarily in use. As a minimum, each post should be visible to the marshals at the next post, in both directions. For example, Post 8 can see posts 7 and 9.

The green flag lap is a sighting lap and one of its intended uses is for the driver to learn the position of all manned posts.

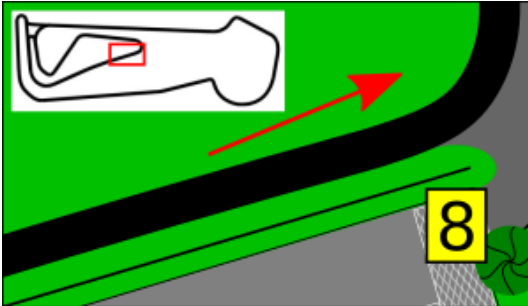
The previous page displays a map of the circuit, showing the marshal posts for all configurations. Below, they are described in more detail.

*This section is provided for completion only. The details are guessed at, based on the 200 and 300 configurations. It is best considered as a basic guide with potential inaccuracies.*



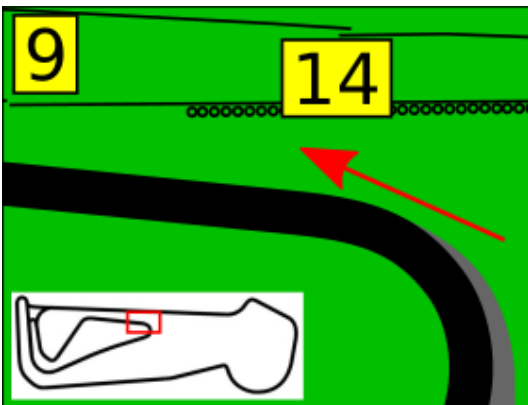
#### Marshal Post 7: Tyrrells

On the right just after the large building, Tyrrells Restaurant.



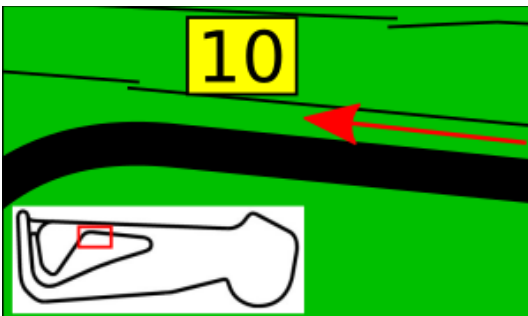
#### Marshal Post 8: Agostini In

On the outside, right, by the turn-in point for the hairpin. There is an access road immediately after.



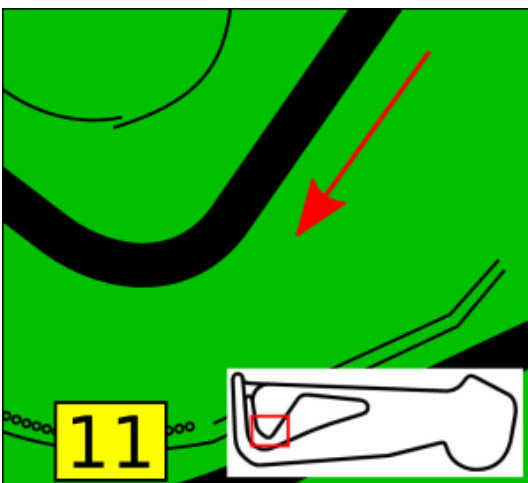
#### Marshal Post 9: Agostini Out

On the outside, right, just after the end of the exit kerbing.



#### Marshal Post 10: Hamilton

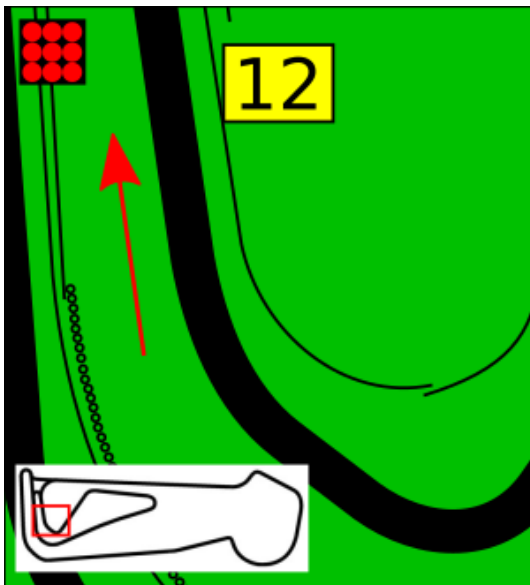
On the outside, right, just before the turn-in point.



#### Marshal Post 11: Oggies

Having exited Hamilton, this post can be seen ahead, to the left.

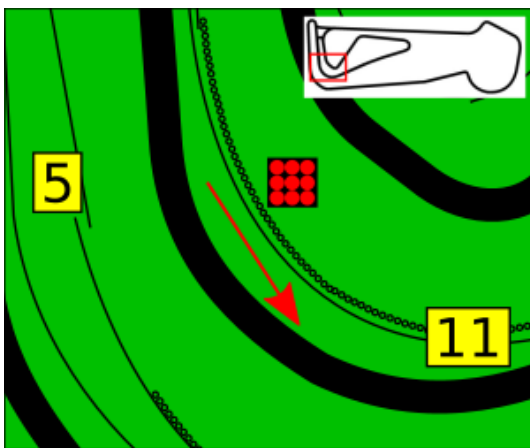
It is opposite the apex of Oggies,



### Marshal Post 12: Williams

When between the two Oggies' apexes this post can be seen ahead, to the right. It is almost midway between corners Oggies and Williams.

Opposite the marshal post is a flag repeater light.



### Marshal Post 5: Palmer In

On the right of the circuit, just after the point at which the track begins to turn.

Opposite the marshal post is a flag repeater light.



### **Marshal Post 11: Oggies**

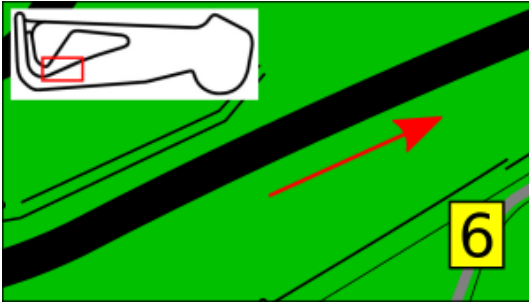
*This post can be seen on the inside (left) of the circuit, just after Palmer's apex. It serves Oggies corner and so can be disregarded when exiting Palmer.*

*I mention it here for two reasons:*

*1, without doing so may cause confusion when it is seen from this point;*

*2, I have seen a Marshal Post web site describing this as Post 6. As you can see from the photograph, the marshal is waving his flag for Oggies. Furthermore, the post looks too confined to be suitable for also flagging Palmer.*





### Marshal Post 6: Palmer Exit

On the right just after the end of the exit kerb and, opposite, the armco barrier.

This post is most in the eyeline when at Palmer's apex, where the driver may be looking further ahead, or may have a leading car blocking the view. Care is therefore especially important here.