



MAZDA MX-5 CHAMPIONSHIPS

COMPETITORS' BRIEFING NOTES

EVENT 3 - SNETTERTON (300) - 17 & 18 MAY 2025

On behalf of the BRSCC, welcome to Norfolk and to Snetterton circuit.

Please ensure that you read all of these Briefing Notes, even if you have raced at the venue before. They should be read in conjunction with the appropriate published Championship Regulations and the Final Instructions for the race meeting. These notes are split into two sections; firstly notes specific to the venue, and secondly general notes that apply to all events. These notes supplement the 2025 Motorsport UK National Competition Rules (NCR) and the Championship Regulations; any regulations quoted from the NCRs are shown in [square brackets].

SPECIFIC CIRCUIT NOTES - SNETTERTON (300 CIRCUIT)

- 🚩 This race meeting will be held on the full 300 layout at Snetterton, 2.99 m (4.78 Km) in length.
- 🚩 Unless actually on the circuit, a speed limit of 10 mph applies at the venue [NCR 12.11.3.5]. Internal or service roads may not be used to test race cars. **The speed limit in the pit lane is 60 kph.**
- 🚩 **Prior to qualifying**, noise testing will be carried out at the entry to the **Assembly Area**. Cars will be released into the pit lane initially, and then released onto the circuit from the pit lane exit. Use that first lap of qualifying to note the positions of the flag points and signalling lights, which may be different from any testing events. Whenever leaving the pits, give way to cars already on the circuit and ensure that the blend line is respected.
- 🚩 **Leaving the circuit** - after seeing the chequered flag, reduce speed and exit the circuit on the RH side after T 3. Proceed as directed to the scrutineering bay, in parc fermé conditions; or as signalled by marshals. Passing the chequered flag more than once, **or missing the T 3 exit**, may result in a penalty. Note that this exit is only available at the **end** of sessions or races.
- 🚩 **Prior to racing**, cars will be released to the grid straight from the Assembly Area. The race countdown will begin at 1 minute, before the signal to commence the Formation Lap will be given.
- 🚩 **Formation Lap / Green Flag Lap** - Note that during the Formation lap(s), **practice starts** [NCR 12.6.12] and excessive weaving (more than 50% circuit width) are specifically **forbidden**. Additionally, on these laps if you stall or spin off and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid. There should be no weaving after T 12, because marshals may be on the circuit.
- 🚩 **Start Lights** - these are located on a gantry above the grid. Once the 5 second board has been shown, the red lights will come on; the signal to start racing is the lights going out. In the case of light failure, the National flag will be used instead. No team personnel are allowed on the pit wall for the start of the race.
- 🚩 **Safety Car** - may be used in qualifying and racing; it will be released from the pit exit road after T 1.
- 🚩 **Live Recoveries** - are permitted at Snetterton, which means that if a stranded car needs to be recovered, that may take place under 'local' yellow lights / flags - negating the need for a Safety Car period. Note that if your car is recovered by mechanical means (i.e. a JCB or tractor), you **cannot** rejoin the session (unless it is to complete three laps in qualifying - in which case any further laps will not be counted or timed).
- 🚩 **Light Panels** - are now the primary means of signalling; marshals may still use flags to supplement the light panels around the circuit. Flag signals carry the same authority and jurisdiction as the same colour light panels.
- 🚩 **Track Limits** - are monitored at Snetterton by both sensors with cameras (exits of Turns 1, 3, 5, 7, 9 and 12), and by Judges of Fact. See overleaf for greater detail about exceeding track limits.
- 🚩 **Turns 8 - 10** - at Turn 8, the old runway forms an escape road. If you are forced to use this, continue through the escape road and rejoin the track safely after Turn 9. Drivers deemed to have gained an advantage by cutting across the grass will be penalised.

GENERAL NOTES

Motor racing is a **non-contact** sport, so reports of contact will be investigated, using video evidence if needed. Note that if you are involved in a collision or accident and are unable to continue on track, you must give the marshals a 'thumbs up' sign if you are uninjured. Failure to do this may result in extrication teams being mobilised. **Any driver involved in any incident may not leave the circuit without consent of the Clerk of Course.**

Track Behaviour - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated; [NCR 12.7.1.8].

Track Limits regulations, [NCR 12.7.1.6 & 12.7.1.11] are summarised here:

- a. In qualifying, running beyond track limits is likely to result in the loss of that particular lap time (note that a black & white flag signal need **not** be shown). This will occur on **each** occasion.
- b. In racing, running beyond track limits is likely to result in the following penalties:

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| 2nd occurrence: Black & white warning flag shown; | 3rd occurrence: 5 sec time penalty added; |
| 4th occurrence: 10 sec time penalty added; | 5th occurrence: Drive-through penalty; |
| 6th occurrence: Black flag; race disqualification. | |

Yellow Signals - Yellow lights / flags are used to warn **you** of a hazard or danger ahead, and are there primarily for the protection of **my** marshals. Overtaking is strictly forbidden between the first yellow light / flag and the green light / flag - even if you are lapping a slower car [NCR 12.8.1.7, 12.8.1.8 & 12.8.1.10].

Red Signals - As soon as these are shown, reduce speed and stop racing. In qualifying return to the pits; in the race return to the grid unless otherwise instructed. Overtaking is forbidden [NCR 12.8.1j & 12.8.1.12].

Safety Car - the procedures are detailed in [NCR 12.8.2]; please ensure that you understand this fully before competing. In particular ensure that you bunch up as rapidly as possible, giving marshals time to sort out any on-track problems. Also note that during the restart, overtaking and overlapping is prohibited until the start/finish line is crossed - this is very easy to check.

Safety Car Light Panels - As soon as **'SC'** is displayed on the light panels with a yellow flashing border, overtaking is prohibited, even if you have **not yet** passed a panel.

Safety Car Restart - once the Safety Car extinguishes its lights, and prior to passing the green flag at the Control Point, the race leader dictates the pace and may fall more than five car lengths behind the Safety Car. However, during this period drivers must proceed at a pace which involves **no erratic acceleration or braking** nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

Parc Fermé - after qualifying and/or racing, competing cars may be directed into the pits, under parc fermé conditions (including retired cars). Whilst in parc fermé, the following applies:

- a. No work on the car, of any kind, may take place; including reviewing camera footage;
- b. No team personnel, except the driver, may enter the area.

In-Car Cameras - referred to at Yearbook [NCR 7.9] and Championship Regulations 2.13; please review these sections. Note that failure to provide in-car camera footage may lead to disciplinary measures. The onus is on **you** to ensure that the system is working correctly; and to clearly identify any data cards used. **Only footage from cameras requested by a Clerk of Course will be viewed.** Drivers wishing to protest other competitor's actions must do so officially in accordance with [NCR 2.9].

Race With Respect - all competitors and entrants are reminded of Motorsport UK's Race With Respect Code, as detailed within the Championship Regulations and the dedicated Motorsport UK webpage. Also, at the end of your races, please **wave to thank all of the marshals**; remember that they (we) are all volunteers and give up their time freely and without remuneration.

If you have any questions about these notes, or the race meeting, please contact me via the Coordinator. Otherwise, I wish you a thoroughly enjoyable and successful race meeting!

Andy Holley

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Clerk of Course

