

On behalf of the BRSCC welcome to Snetterton. Please ensure that you read all of these Briefing Notes, even if you have raced at the venue before. These notes supplement the 2025 Motorsport UK NCRs and the Championship Regulations. Any regulations quoted from the Motorsport UK NCRs are shown in [square brackets].

SPECIFIC CIRCUIT NOTES

- This race meeting will be held on the Snetterton '300' circuit; 2.99 miles in length.
- Unless actually on the circuit, a speed limit of 10 mph is in force in all areas of the venue [NCR 12.11.3.5], except the paddock where a 5 mph speed limit is in force. Internal or service roads may not be used to test race cars.
- **Prior to practice/qualifying**, arrive to the Assembly Area (adjacent to pit lane entry) in good time for noise testing. Follow marshals instructions on release to the circuit.
- **Leaving the circuit** - after seeing the chequered flag, slow down and exit circuit to the right as directed by illuminated signs after turn 3 into parc fermé. Passing the chequered flag more than once may result in a penalty, and wastes valuable track time.
- **Prior to racing**, cars will be released straight onto the circuit from the assembly area in grid order and will form on the grid. The countdown will begin at 1 minute displayed on the overhead gantry, before being given the signal to commence the green flag lap. Practice starts are forbidden [NCR 12.6.12] as is excessive weaving (no more than 50% of track width), and no weaving of any kind after Turn 12. If you fall to rear of field on the green flag lap, then you must remain there and start from the rear of the grid.
- **Race start** will be via a standing start in accordance with Motorsport UK Regulation [NCR 12.6.6]. The minimum countdown procedures/audible warning sequence shall be:
 - 1 minute to start of Green Flag lap
 - 30 seconds – visible and audible warnings for the start of the Green Flag lap
 - Green Flag Lap – Complete one lap of the circuit forming back onto the starting grid.
 - 5 second board displayed
 - Red Lights ON – between 2 to 7 seconds.
 - Red Lights OFF – Race Start
- **Safety Car** - will be positioned in the pit lane and is released from the pit lane exit.
- **Live Recoveries** - are permitted at Snetterton, which means that if there is a requirement to move a stranded car it may take place under 'local' yellow flags / lights - negating the need for a Safety Car period.
- **Circuit Signals** – light panels supplemented by flags are used at Snetterton around the circuit; both signalling methods carry exactly the same authority and jurisdiction each other.
- **Track Limits** - are monitored at Snetterton by a Judge of Fact with the use of sensors and cameras at Turns 1, 3, 5, 7, 9 and 12. See further on in these notes for greater detail about exceeding track limits.
- **Turns 8, 9 and 10** - Drivers who fail to negotiate the left hand bend Brundle (Turn 8) at the end of Bentley Straight and continue along the tarmac run-off area, should NOT turn around 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 Nelson (Turn 9) and the Bomb Hole (Turn 10). Drivers should obey any marshal's signals given to aid their re-joining of the track.
- **Pit Lane Speed Limit** - The speed limit in the pit lane is 60 kph.
- **Results and Notice Board** – all results can be found on the TSL Timing website and event bulletins can be found on the BRSCC website event page under Notice board.

GENERAL NOTES

Motorsport is a **non-contact** sport. All reports of contact will be investigated. Any driver involved in any incident may not leave the circuit without the consent of the Clerk of the 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:
 - In qualifying, running any part of the contact patch of a tyre beyond track limits (white lines or red/white painted kerb) 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.
 - In racing, running beyond track limits is likely to result in the following penalties:
 - 2nd occurrence: Black & white warning flag shown;
 - 3rd occurrence: 5 sec time penalty added;
 - 4th occurrence: additional 10 sec time penalty added;
 - 5th occurrence: Drive-through penalty;
 - 6th occurrence: Black flag; race disqualification.

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

Red Flags - As soon as these are displayed, reduce speed and stop racing. In qualifying return to the pits; in races return to the grid unless indicated otherwise. Again overtaking is forbidden [NCR 12.8.1j & 12.8.1.12]

Not seeing the light/flag signal is not an acceptable excuse.

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

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

Driving Standards - ALL drivers to take care whilst on track during all sessions. **NO CONTACT!** There need not be any contact caused by careless driving, last minute lunges, or by not giving each other racing room.

- Faster drivers / cars must take care when overtaking slower cars. Remember if you are the faster drivers / car, it's your responsibility to find a way around the slower car.
- Slower drivers / cars must hold their line, which may not need to be the optimum racing line.
- Any careless driving will be addressed. **Driving standards must be faultless.**

Safety Car - Detailed procedures are detailed in [NCR 12.8.2]. The leader is to slow progressively on display of the SC signals and act as the Safety Car until they meet the Safety Car itself prior to Turn 1; the field is to catch up as swiftly and safely as possible to allow for efficient intervention by marshals and recovery. When an incident requires clear up on the start straight, the Safety Car may proceed through the Pit Lane. If the Safety Car has its roof lights illuminated and enters the pit lane you must follow it through the pit lane. To signify the restart, the roof lights of the Safety Car are extinguished, the leading car dictates the pace without excessive acceleration and braking. Overtaking or overlapping is forbidden until you have passed the timing (control) line even if a green signal is displayed prior to this point.

Onboard Cameras – [NCR 7.9]. It is your responsibility to ensure these are working, charged, with clear SD cards and switched on prior to commencing your sessions. Non-production of footage on request will be penalised. Only footage from cameras requested by the Clerk of Course will be viewed. Drivers wishing to protest other competitor's actions must do so officially in accordance with [NCR 2.9].

Stopping on Circuit - Drivers who've stopped on circuit for any reason, if you are OK, must signal to the marshals by a thumbs up. If possible position your car in as safe a place as possible for the session to continue without being placed under a Safety Car or stopped altogether.

Marshals - At the end of your races, please wave to thank all the marshals; remember that they are all volunteers (as am I) and we give up our time willingly for the yourselves and sport without remuneration.

RACE WITH RESPECT

Please show the utmost respect and courteousness to everyone here this weekend. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the ASN's Respect Code...

Respect - Integrity - Fair Play - Self-Control - Good Manners
www.motorsportuk.org/racewithrespect

If you have any questions about these notes, or anything else concerning the race meeting, please come along to Race Control to talk to me. I would much rather answer what might seem to be a silly question, than to have to summon you after an infringement.

Finally, may I wish you a thoroughly enjoyable and successful race meeting!

Andrew Roberts
Clerk of the Course (Licence Number 231368)