

DRIVER BRIEFING NOTES

SNETTERTON - 17/18 MAY 2025

On behalf of the BRSCC, welcome to Snetterton. We hope we enjoy a great day of racing.

Please ensure that you read these notes, even if you have raced here before. They should be read in conjunction with the appropriate published Championship Regulations and the Final Instructions for the race meeting.

- 🚩 This race meeting will be held on the 300 circuit.
- 🚩 Unless on the circuit, a speed limit of 10 mph applies at the venue [Ch 12 App 11 Art 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**, get to the Assembly Area in good time for noise testing. Cars will be released from there to the circuit for the start of qualifying. Use your first lap to note the positions of the flag points and signalling lights, which may be different from testing events.

🚩 **Leaving the circuit - after seeing the chequered flag, continue TO TURN THREE – SEE DIAGRAM ATTACHED ON PAGE 3 - then exit the circuit into parc ferme or as signalled by marshals. This applies to the end of qualifying and racing.**

- 🚩 Prior to **racing**, you will be led from the assembly area to the grid by the Safety Car, stopping in two rows. On the grid, a 1 minute and 30 second countdown will take place, before a green flag rolling lap commences.

🚩 **Green Flag Lap** – 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. Please note that if the pace of the green flag lap is deemed too slow, the race clock may be started during this lap.

🚩 **Start Lights** - these are located on a gantry above the grid. 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.

🚩 **Light Panels** – these will be used and seen around the circuit - **they carry exactly the same authority and jurisdiction as flag signals.**

Pit Stops

In accordance with Championship Regulations 3.2, the following key points apply:

Two mandatory pit stops must be made between 20 and 105 minutes race duration (3.2.1)

Pit stops must be of at least 3 minutes duration unless under Safety Car conditions (3.2.2)

Cars must park at a 45 degree angle and be pushed backwards manually at the end of a stop (3.2.4)

Pit stop penalties apply as outlined in Championship Regulations 4.2

🚩 Motor racing is a **non-contact** sport, so reports of contact will be investigated, using video evidence if needed. **Any driver involved in any incident may not leave the circuit without consent of the Clerk of Course.**

🚩 **Track Limits** - are monitored at Snetterton by sensors with cameras (exit of T1, T3, T5, T7, T9 and T12).

🚩 **Track Limits** regulations [Ch 12 App 7 Art 1.11] are summarised here:

- a. In qualifying, running beyond track limits will 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 will result in the following penalties:

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 Flags / Lights** - Yellow flags / lights are used to warn **you** of a hazard or danger ahead, and are there primarily for the protection of the marshals. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car [Ch 12 App 8 Art 1.7 e/f]. Please note, flags and lights carry the same jurisdiction.

🚩 **Red Flags / Lights** - 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 [Ch 12 App 8 Art 1.7j].

🚩 **Safety Car** - the procedures are detailed in [Ch 2 App 8 Art 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. Please obey SC boards and yellow flags/lights, slowing down and not overtaking once they appear.

Also note that during the restart, **overtaking and overlapping is prohibited until the start/finish line is crossed - this is very easy to check.**

🚩 **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:

- 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** - [Ch 7 App 9]; please review these sections. Note that failure to provide in-car camera footage will 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 [Ch 2 App 9 Art 1], or via the Co-ordinator.

🚩 **Race With Respect** - all competitors and entrants are reminded of the MSUK's 'Race With Respect' code, as detailed within the Championship Regulations [3.1]

🚩 At the end of your races, please **wave to thank all of the marshals**; remember that they are all volunteers and give up their time freely and without remuneration.

🚩 If you have any questions about these notes, or anything else concerning the race meeting, please contact me in advance via the Co-ordinator.

🚩 Finally, may we wish you a thoroughly enjoyable, safe and successful event!

Mark Noble
Clerk of the Course (205278)

