



Snetterton (300 Circuit)
13th & 14th May 2023
DRIVERS BRIEFING NOTES v1



Event: BARC HQ05 Mini7 Racing Club

Date & Venue: Snetterton 300 13th-14th May 2023

Subject: DRIVERS BRIEFING NOTES – Note: Face to Face Briefing Saturday 13th May in MSV Hospitality Centre

08:15 Mini Sevens & S Class

08:40 Mini Miglia & Libre

Senior Clerk of the Course: Josh Bennett

Championship Clerk of the Course: Luke Caudle

CIRCUIT INFORMATION

Lap length: 2.97miles (4790 meters), Clockwise

Start line and Finish line is located on the Senna Straight

Pole position: Standing Start on the right

Speed limit in pit lane: 60 KPH (38mph) – Please be aware of where the speed limit starts and ends.

SC initial positions: Pitlane exit

Start lights are on the gantry above the track

Warning flags will be shown at the control line

Final Instructions -Please make sure you are familiar with the final instructions before attending the meeting -

<https://www.barc.net/wp-content/uploads/2023/05/HQ05-SN-300-Finals-V2-Published-3-5-23.pdf>

Official Notice Board - https://www.barc.net/online_noticeboard/2023-snetterton-300-may-13-14/

Timetable - <https://www.barc.net/wp-content/uploads/2023/04/HQ05-Snetterton-13-14-May2023-v1.0-Published-25Mar23..pdf>

Saturday 13th May

Mini Seven & Seven S Class Qualifying –10:00

Mini Miglia & Libre Qualifying –11:50

Mini Seven & Seven S Class Race 1 – 14:25

Mini Miglia & Libre Race 1 – 17:15

Sunday 14th May

Mini Seven & Seven S Class Race 2 – 09:50

Mini Miglia & Libre Race 2 – 11:30

SIGNING ON

Competitors will not sign-on at the meeting having previously completed signing on electronically, and having uploaded photographs of the front and back of their current licence using the BARC Alpha System. Drivers who wish to have their upgrade card signed should bring them to race admin on the morning of the event. They can then be collected 30 minutes after the respective race has concluded. Upgrade cards must be valid bearing a recent photograph and be signed by the driver. PLEASE BRING YOUR LICENCE WITH YOU TO THE FACE-TO-FACE BRIEFING FOR INSPECTION

SCRUTINEERING

The presentation of a vehicle for scrutineering will be deemed an implicit statement of conformity.

Video equipment may be fitted to a vehicle provided it is not intended to be used for commercial purposes. Any video equipment intended to be used whilst a vehicle is on track, must be fitted to that vehicle at the time that the vehicle is presented for scrutineering. Failure to do so may mean that the camera is removed.

The fitting of video cameras to helmets is strictly forbidden. The only exception is for FIA approved helmets with cameras specifically mounted in them. The technical scrutineers shall have the sole authority to accept or reject a helmet.



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TIMETABLE (At the time of these briefing notes being created, the timetable is v1.0 and may be subject to change)

TIMES ARE RACE START TIMES – Make sure you are in assembly area in good time, the club will not wait for late comers

ENGINE/NOISE

Engines must not be run before 08:30 on Saturday, 08:30 on Sunday & after 18:45 on either day The noise limit at this event is 105dB (static).

QUALIFYING

For qualifying, all vehicles will need to go to the Assembly Area where noise testing will be carried out before being released via the pitlane onto the circuit.

At the end of qualifying and races, cars will exit the circuit at the exit of turn 3 and enter Parc Ferme. You must not proceed round the circuit.

As per the MSUK Yearbook regulation Q12.21.1 If you wish to travel slowly to get a clear lap, this MUST be done without hindering another competitor in any way whatsoever. Please make use of your mirrors.

Weaving using more than 50% of the track to heat tyres is not permitted.

At the end of the session, you will take the chequered flag, proceed around the circuit at reduced speed without stopping and enter into Parc Fermé.

RACE 1, 2 & 3

All races will be gridded up in the Assembly Area and released on to the circuit where you will take your correct starting position – It is your responsibility to make sure you are in the correct position. For the avoidance of doubt the front bumper must not pass the grid the line. (Not the wheels)

Once all drivers are stationary there will be a one-minute countdown; 30 second board and then the cars will be flagged away for the Green Flag lap. You the driver must maintain grid position on this lap as failure to do so may result in a penalty. Once this lap is completed, the 5 second board will be shown and.....

Miglia & Libre Class - the red lights will be switched on and anytime time between 2 and 7 seconds the red lights will then be switched off – signalling the start of your race.

Seven Class - the red lights will be switched on and anytime time between 2 and 7 seconds the red lights will then be switched off – signalling the start of your race.

Seven S Class – You are to remain in position and do not move when the red lights are switched off. – Between 8 & 12 seconds later the starting marshal will raise and then drop the National Flag, your race starts on the downward motion (drop) of the National Flag.

Please take note of your championship regulations to understand the reverse grid for Race 2.

At the end of the race, you will see the chequered flag, proceed round the circuit and leave the track at the exit of turn 3 as per qualifying.

SAFETY CAR

The Safety Car, if deployed, will enter the circuit from the pitlane exit.

Waved yellow flags and “SC” boards will be displayed around the circuit.

The Safety Car will endeavour to pick up the leader and you must remain within five car lengths of the car in front.

When the Safety Car is about to be withdrawn, the lights will be switched off approximately 2/3rds of the way around the circuit.

It is then the leader’s responsibility to dictate the pace before the restart.

No overtaking or overlapping until you have passed the green flag at the control line.

It is important you understand the MSUK Yearbook regulations on Safety Car – see Q Appendix 3



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LIVE SNATCH

Live Snatch is available and will be used under local yellows if all drivers respond to the yellow signals by slowing down and not overtaking. I will use Live Snatch as much as possible as long as I am getting a response from all drivers. Any reports of unsafe driving under a Snatch execution will result in the safety car being deployed.

FLAGS / LIGHT PANELS / SIGNALLING

Signalling lights/light panels exist at strategic parts of the circuit, to supplement flag signals. These signalling lights/light panels will carry the same authority and jurisdiction as flag signals. Therefore, breaches of signals given by Light Signals or Light Panels will be treated in the same way as breaches of flag signals and hence dealt with in accordance with the NCR's, notably C.1.1.6., G.5.3.2., Q.12.24.3. and Q.12.24.5

END OF TRACK SESSION PROCEDURE

At the end of qualifying and the races, you take the chequered flag, slow down and leave the circuit via the gate directly after turn 3 (Palmer) and into Parc Fermé. NOTE – You must slow down after the chequered flag and proceed round slowly to turn 3 – there may be marshals on the circuit directing you off the circuit. Parc Fermé is mandatory unless directed otherwise. No team personnel are permitted to enter Parc Fermé unless invited by a scrutineer

TRACK LIMITS

The attention of Competitors is drawn to the current Motorsport UK regulations regarding track limits. Track limits will be monitored around the circuit.

A driver will be judged to have left the track if any wheel of the vehicle goes completely beyond either the outer edge of any kerb or the white line where there is no kerb.

The following penalties will be applied:

In qualifying sessions: The lap time on which the breach occurred will be disallowed for the purposes of establishing grid order for the relevant race but will still count towards the minimum number of laps required to qualify for the relevant race.

In race sessions: A first breach will be noted. A second breach may, if possible, result in the driver being shown the Black & White flag. A third breach will result in the driver receiving a 5-second time penalty. Further breaches will result in additional penalties.

Turn 8 (Brundle)

Drivers who fail to negotiate the left-hand bend (Turn 8 - Brundle) at the end of Bentley Straight and continue along the tarmac run-off area, should NOT turn round, and re-join the track at the end of the straight. They should continue to the back of the run-off area where a roadway permits them to re-join the track between Turn 9 (Nelson) and Turn 10 (Bomb Hole). You should never gain an advantage by using the run-off.

Parc Fermé

A secure identified area designated by and under the control of the Organisers and Officials of an event and into which any entrant or Competitor must place the competing vehicle and/or associated items as well as and when directed by the Organisers or Officials including the route instructions of the event. Parc Ferme includes but not limited to the circuit, scrutineering bay, roadways back to garages and/or awnings, garages and/or awnings and any other area noted to you at the event. A car will be deemed to be released from Parc Ferme once notified by a Mini7 Official



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The vehicle is deemed to be under Parc Ferme conditions once it comes under starters orders. No team personal is permitted to touch or work on the vehicle unless authorised by the eligibility scrutineer. **Parc Ferme includes the pit lane and garages under red flags in Qualifying.**

DRIVING CONDUCT

All reported incidents will be investigated. DO NOT leave the circuit until you have been cleared to leave via the Mini 7 WhatsApp Group Chat or you have checked with Stacy or myself.

PROTEST & APPEALS

The protest and appeal forms can be found on the MSUK website under the heading Resource Centre.

All protests and appeals must be submitted within the correct time limits and forwarded to myself and the event secretary.

Protest will be dealt with in the order we receive them, however this is subject to change if required.

CLERK OF THE COURSE-TO-DRIVER COMMUNICATIONS

Please make sure you have read and understood championship regulation CR3.14.1

A One-Way Receiver under the control of the CoC is mandatory for all Cooper Class competitors at every event in Qualifying and Races. Competitors may purchase a Raceceiver from Total Track or it's nominated supplier. A competitor not wearing a working Raceceiver in qualifying or a race will not be allowed to take their start position until rectified. If the problem is not rectified in time to take up their rightful start position a competitor may start from the pitlane once the Raceceiver is worn and working. The Raceceiver must be connected and working until the driver reaches parc ferme.

It is important to remember that it is mandatory for you the driver to have a fitted working radio for every session, however, messages from the clerk to the drivers are not mandatory.

I will do my best to send you as many messages as required in each session.

Some examples you may hear are;

- Update on release time from assembly
- Delays which are stopping us from being released
- Track specific (oil dressing, change in weather conditions, recovery)
- Stopped car location and updates
- Live Snatch updates
- Safety Car deployment & withdrawal
- Red Flag including what to do next

You will NOT hear any driver specific messages; you must ensure you are driving to the MSUK Regulations and responding to all control lights and flags.

DRIVERS SIGNALLING TO MARSHALS

If you are involved in an incident you should indicate to the marshals if you are OK by signalling with a thumbs-up at the front of your vehicle. If you can safely exit your vehicle, do so and then stand in a suitable/safe location

RED FLAGS & LIGHTS

When seeing a red flag or light you should stop racing, slow down and be prepared to take avoiding action or stop.

Qualifying – Proceed round the circuit, enter the pitlane and wait for further information – You may be directed to Parc Fermé or permitted to line up at the pit exit to resume the session (NO working on the cars without permission from an official whilst under red flag conditions)

Race 1, 2 & 3 – Proceed round the circuit and stop short of the grid – You may be directed into the pitlane or Parc Fermé.

We will do our best to give you information over the radio.



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YELLOW FLAGS & LIGHTS

You are reminded that Yellow Flags are a warning of danger, slow down and be prepared to take avoiding action or stop.

BLUE FLAGS & LIGHTS


















These will normally be shown to a car that is about to be lapped, this car must give way at the earliest opportunity

BLACK & ORANGE FLAG & LIGHTS

Technical issue with your car - you must come into the pits on the next lap – only use pitlane entrance

TECHNICAL PROBLEMS: If you have a mechanical problem, pull off in a safe location. Do not continue round the circuit with the risk of leaving oil on the track.

Light Panel Displays

FLAG TYPE	LIGHT PANEL DESIGN	
Yellow Flag		
Double Yellow Flag		
White Flag		
Green Flag		
Blue Flag		
Red Flag		
Slippery surface Flag		
Safety Car Flag		
Pit Entry Flag		
Pit Entry Closed Flag		
Mechanical Problem Flag		
Unsportsmanlike behaviour Flag / Warning Flag		
Black Flag		



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ADDITIONAL POINTS TO COVER AT THE BRIEFING

- Potential change to Grid Style
- Racing Room
- Turn 3 – Session Exit
- MSUK Bluebook Q12.21.1
- Parc Ferme
- Driving Standards
- AOB & Questions

PLEASE DON'T FORGET THE FACE-TO-FACE BRIEFING ON SATURDAY – ATTENDANCE IS MANDATORY

I wish you all an enjoyable and safe weekend

L Caudle – Championship Clerk of the Course