



EVENT: Snetterton 300 Meeting
DATE & VENUE: 13th/14th 2025 / Snetterton Circuit
SUBJECT: DRIVERS BRIEFING: MINI Challenge Clubsport
CLERK OF THE COURSE: Chris Gibson

On behalf of myself and the team of officials and marshals, I would like to welcome you to the 2025 Snetterton 300 meeting. Our role at the event is to ensure that the event is managed in a safe and fair manner and to as far as is possible to ensure that you enjoy your racing, and that we all continue to enjoy our sport.

REGULATIONS AND INSTRUCTIONS

Please ensure that you are familiar with the regulations for your event, the final instructions, and these briefing notes. Listen for paddock announcements, follow the instructions of the marshals and make sure that you are ready on time for your sessions. Having read all the paperwork if you have any questions, please let your coordinator know at the earliest possible time.

Final Instructions (V1):

Event Page: <https://www.barc.net/event/barc-race-meeting-snetterton-300-september-13-14/>
(The event page also includes links to the timetable, paddock plan, and the online noticeboard.)

The official notice board is online at: www.barc.net/online_noticeboard/2025-snetterton-300-september-13-14/
Results will be available on the TSL website: www.tsl-timing.com/event/253763

SNETTERTON CIRCUIT INFORMATION

Circuit Length: Approx. 4.78 km/2.97 miles.

Pole Position: Right hand side for standing starts.

Noise Testing: Directly before access to Assembly area.

Assembly area: At the end of the paddock feeding into the pit lane.

Parc Fermé: Turn right in pit lane after Race Control (next to assembly area).

Pit Entry: On Drivers Right after Murrys. Please signal your intention to enter the pits as early as possible and keep well to the RIGHT exiting the corner.

Pit Exit: On Drivers Right before Riches. When exiting the pits do not cross the blend line and do not move across on to the racing line until it is safe to do so.

Start Lights: Drivers Right on the gantry.

Clerk's Flags: On the pit wall near pole position (Black, Black & White, Black & Orange flags).

Pit Lane Speed Limit: 60 KPH (38MPH) – Please be aware of where the speed limit starts and ends.

SESSION TIMES

- Scrutineering 1300 – 1700 (Fri): 10:00 (Sat)
- Qualifying (Sat): 1150 - 1205 (15 mins)
- Race 1 (Sat): 1750 – 1805 (15 mins)
- Race 2 (Sun): 1010 – 1025 (15 mins)
- Race 3 (Sun): 1640 – 1655 (15 mins)



Make sure you are in assembly area in good time (20 minutes before). It is your responsibility to listen to all public address announcements and / or monitor live timing data to keep up to date with how the event is progressing. Every effort will be made to ensure that you are not disadvantaged however, we will not wait for late arrivals.

SCRUTINEERING

All cars and drivers must present themselves in a race ready condition at 1000hrs on Saturday morning in the Scrutineering Bay. On arrival to the assembly area for qualifying, you are to be noise tested. Any car not noise tested that enters the circuit may be black flagged. Noise limits for this event are 105db Static.

DRIVING STANDARDS

Ensure that you show your fellow competitors respect and consideration, do not flaunt track limit regulations, and always follow the instructions of the marshals and officials.

Any official reports of contact or poor driving standards will be investigated by the Clerk of the Course after each session. If you believe an incident has occurred and not been reported please come and see me, I will provide you with options of how to proceed and what can be done.

You are reminded that prior to every corner you can decide the line you wish to take, but once you have selected this line, if you chose to change it you must ensure that you allow at least a cars width to any other vehicles around you. Unnecessarily changing direction in the braking areas is strictly prohibited.

Should your vehicle develop a mechanical fault whilst on circuit, and particularly if it is dropping fluids, please leave the tarmac as soon as it is possible parking the vehicle in a safe position if you are able to do so. Vacate the vehicle and place yourself behind the barrier.

Where a car is only able to rejoin the circuit with outside assistance, the Clerk of the Course shall have the absolute discretion to decide whether the car may continue the session, or must return to the pits for re-scrutineering, or must withdraw from the session completely. This regulation also applies where there has been a red flag or safety car whether caused by the car in question or not. The decision as to whether the car may continue will be communicated to the driver using the flag system and may be supplemented by use of the 'raceceiver.'

START AND FINISH OF ALL SESSIONS

All sessions will start from the Assembly Area and finish in the Parc Fermé as outlined in the final instructions please ensure that you fully understand the procedures.

CIRCUIT ENTRY

When entering the circuit from the pit lane do not cross the blend line, and do not move across on the racing line until it is safe to. Weaving using more than 50% of the track to heat tyres is not permitted.

CIRCUIT EXIT

Circuit Exit: At the end of all sessions, after seeing the chequered flag, you are to complete another lap and leave the circuit via the paddock gate on the right-hand of the circuit just after Palmer corner (Turn 3).

QUALIFYING

You will need to go to the assembly area which is marked on the paddock plan. You will be released through the pit lane to start your qualifying session. Access roads are to be always kept clear to ease congestion.

RACE STARTS

The method of starting for each race is again clearly stated in the final instructions, ensure you have read and understand this.



Cars will assemble in the assembly area as marked on the paddock plan in the final instructions. Competitors will then be released from the assembly area onto the circuit to form on the grid. Following the countdown the green flag lap will commence, on the return to the grid competitors will take up their correct position, the 5 second board will be displayed, the start lights will come on and the race will start once the lights have been extinguished. Overtaking is only permitted once the start lights have been extinguished.

During your green flag formation lap you are to remain in your allocated formation for the duration. Where possible, you are to try and stay together and not spread out.

If you have an issue on the green flag lap which causes you to slow down and all the other cars overtake you, you must stay at the back of the grid for your rolling race start.

As per the appropriate Championship regulations. All classes must undertake the green flag lap at an appropriate speed. The Organisers reserve the right to commence the race clock 3 minutes after the start of the green flag lap.

If you have any problems on the grid prior to the race start, please try and attract attention to your situation so the marshals can see you.

If for any reason the lights fail or have technical issues the national flag will be used instead. The flag will be raised and as soon as you see downward motion, this indicates a race start.

LIGHT PANELS AND FLAG SIGNALS

At this event, the circuit light panels will be used in addition to the marshal flag signals. These lights have the same meaning as the flag signals. For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels, drivers must comply with the requirements of the signal with the highest level of safety.

In order of precedence: Red Flag, Safety Car, Double Yellow Flag, Single Yellow Flag, Green Flag. Please see the information sheet in the final instructions.

SAFETY CAR

A safety car will be available for all races, and will be used at the discretion of the Clerk of the Course to standard Motorsport UK Safety Car Regulations.

The safety car, if deployed, will enter the circuit from the pit exit. Waved yellow flags and "SC" boards will be displayed around the circuit. All cars must reduce speed. The safety car will endeavour to pick up the leader. All cars must remain within five metres of the car directly in front.

When the safety car is about to be withdrawn, the lights will be switched off when coming through Church Corner to indicate the race is ready to restart. It is then the leader's responsibility to dictate the pace of traffic before the restart. No overtaking or overlapping until you have passed the green flag at the finish line.

When under safety car conditions, care must be taken to not drive in an erratic nature that could cause other competitors to take avoiding action. This includes but is not limited to excessive braking and accelerating.

TRACK LIMITS

The attention of Competitors is drawn to the current Motorsport NCR regulations regarding track limits. Track limits will be monitored around the circuit. A driver will be judged to have left the track if any part of the contact patch of any tyre of the vehicle goes beyond either the outer edge of any Red/White/Blue kerb or the white line where there is no kerb. Any kerb which is painted green is considered 'grass' for track limits, it is not considered the kerb.



Unless championship regulations state otherwise, 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. Note of times that have been disallowed will be made on the results sheet for that session.

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. A fourth breach will result in a further 10-second penalty being added to your race time. A fifth breach will result in a 'Drive Through Penalty' in addition to the preceding time penalties. A sixth further breaches will result in a Black Flag.

PROTESTS AND APPEALS

These must be submitted electronically to one of the following:

- cgibson.barc@gmail.com

Please ensure the Secretary of the Meeting is also copied:

- cweston.barc@gmail.com

You are advised to bring a suitable laptop computer to enable submission of protests or appeals. Please note time limits apply, and details may be found in the current Motorsport UK's "A Protest against another Competitor must be made within 30 minutes of the finish of the competition".

COMPETITOR LIASON

Please do not enter the race control, should you wish to contact any of the Clerks please do so via your coordinator, via direct email to me or the secretary of the meeting. I hope you all have a safe and enjoyable weekend, and that we all enjoy some good clean racing.

RACE WITH RESPECT

All Motorsport UK permitted meetings are run in accordance with the Race with Respect guidelines. This encourages a positive environment both on and off track to all involved at the meeting be those fellow competitors, officials, marshals, and spectator. Further information can be found at the Motorsport UK website.

Ensure you always uphold the following:

RESPECT, INTEGRITY, FAIR PLAY, SELF CONTROL and GOOD MANNERS.

We wish you all a safe and enjoyable weekend and if you have any questions or concerns, please report them to us.

Chris Gibson

Clerk of the Course

British Automobile Racing Club

Email: cgibson.barc@gmail.com