



Race-Specific Briefing Notes MSVT Miata Trophy

Snetterton , 15th March

Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at Snetterton.

These notes are intended to supplement the online season briefing notes.

1. For all sessions you will be required to go to the assembly area, which is situated at the left of the paddock. Please arrive in plenty of time for noise checking and parking in the correct position.
2. **Qualifying & Race start procedure:** For qualifying, straight on to the track, the session starts as soon as the green flag is displayed to the assembled competitors.
For the race, you will be released onto the track, to make your way at an appropriate speed to the grid, please follow the marshals directions. Anyone who turns right in to the pit lane, or is not ready to join the grid when directed, will become a pit lane starter.
3. **The Grid** for the race will be based on qualifying times ,with the NC & ND cars at the front, and a separate Grid for ND Maxi cars behind. The Grids will be separated by space, but start at the same time as per the championship regulations; the races will be a standing start.
4. There will be a countdown followed by 1 green flag lap. The race will start at the end of the green flag lap once the grid is formed. The 5 second board will be displayed on the start light gantry, followed shortly after by the red lights on the start gantry being turned on. When the red lights are switched off at the start line, the race starts.
5. Please note, the start line is before the finish line
End of session/race: Complete a full lap and then make your way to parc ferme.
6. **Track Limits:** Please respect track limits, which will be monitored from both trackside and race control.
7. **Cameras:** these must work for both qualifying and the race. Can you please make sure you clean down the cards before each session.
8. **Live snatch:** There will be no live snatch this weekend. Any vehicle needing recovering during a session will probably need the use of the safety car.



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9. **Light/Flag signals:** As per the latest edition of the NCR's, light signals take precedence over flag signals where present. Both light signals and flag signals have the same meaning and requirements. We will not accept a driver claiming not to have seen a light or flag signal as an excuse for not applying the relevant penalty.
The light panels may not be in the same location as last year, with the introduction of an additional panel at turn 6, drivers right.
10. **Safety Car:** If the Safety Car light panels/boards and yellow flags have been displayed, and you are the leader – slow down and create a space between you and the car in front for the safety car to pull into. This will save the need to run extra laps in order to have the lead car at the front for the restart. After all, you are here to race!
11. **Safety Car restarts:** All drivers need to be aware of where the restart line is. It is **not** where you lined up for the start of the race. It **is** the control line used by the time keepers for timing, it **is** the finish line, it **is** the line used for issuing flag signals. This is forward of the start line.
If you overtake – including over lapping - before the line, then it's a potential in race drive through/stop go penalty or disqualification for over taking under yellow flags. So, if you are unsure of which line is the control line – ask before the race.
If you are a slow and/or inexperienced driver and you want to get out of the way of other competitors for the restart, you need to come in to the pit lane and drive straight through – complying with the pit exit lights. You must not pull over/slow to let other competitors past as the other competitor will end up getting penalised. However, if it is shown you caused the overtake, you are liable to receive a penalty yourselves!
12. **Contact:** Any contact that is reported by marshals or protested drivers will be investigated, with penalties applied where appropriate.
13. There is an open invitation to everyone to come to race control during other MSVT sessions to see what goes on, what we can see and how we deal with on track incidents. Please be aware that this race control is small, so you won't all fit in at the same time. If you are stopping over tonight, by all means come up tomorrow.
14. In case you have not been notified by MSUK, the Blue Book no longer exists. This has been replaced by the NCR's, a rewritten version of the blue book. This is available for download on the MSUK website. Please note, it is being updated on a near monthly basis at the moment.



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Have a good days' racing!
Ian Denyer, Clerk of the Course