

MG Metro Cup - Competitor Briefing Notes

30th September 2023 – Silverstone National

On behalf of the BRSCC, welcome to Silverstone and thank you for racing with the BRSCC through 2023.

Please ensure you read and understand these briefing notes, even if you have raced at this venue before. If you have any queries relating to these notes, please inform the Clerk of the Course without delay.

These briefing notes are designed to supplement the [2023 Motorsport UK Yearbook \('Blue Book'\)](#) and the National Competition Rules ('NCRs') therein. Any references to the NCRs or Championship Regulations ('CRs') and denoted in [square brackets].

[ALL OTHER EVENT DOCUMENTATION can be found via the BRSCC Race Hub](#), which includes Supplementary Regulations, Final Instructions, and the event's Virtual Noticeboard.

You are reminded that under Motorsport UK Regulation [Q 11.1.1] that "Any driver who has not raced at this circuit before, must report to the Clerk of the Course, or his nominee, prior to practising".

SPECIFIC CIRCUIT NOTES - BRANDS HATCH (INDY)

- Race meeting will be held on the 'National' Circuit which is 1.64 miles in length.
- Per the event's Final Instructions, the speed limit for any support vehicles within the pits and paddock area (excluding the pit lane) is 5 (five) mph.
- Per the event's Final Instructions, the Pit lane speed limit is 60kph.
- You must present your vehicle for 'Noise Testing' prior to your first 'on-track' session, and this is located at the entry to the Assembly Area.
- **Exiting the circuit** - after seeing the chequered flag, or if you are leaving the circuit before the end of the session for any other reason, you must enter the pit lane coming out of "Luffield" corner on the right hand side of the circuit, and then proceed to Parc Ferme. Passing the chequered flag more than once may result in a penalty [C1.1.6 / Q12.24]
- Before any **race**, cars will be released straight onto the grid area, via the Assembly Area. Cars must proceed straight to the starting grid. The countdown will commence at the giving of the **1 Minute Board**, prior to your **Green Flag Lap**.

- **Green Flag Lap** - practice starts [Q12.22] and excessive weaving are expressly prohibited. If you spin your car or fall behind other competitors for any other reason, you must remain **BEHIND** all other competing vehicles, and you must start the race from the **BACK of the grid**, NOT your original starting position.
- Race Starts - indicated via the red gantry lights above the starting line. Once the 5 Second Board has been shown, the **red lights will illuminate**. The race starts when the **red lights are extinguished**.
- The FINISH LINE and CONTROL LINE for signalling is before the Start line, see below.



- Safety Car deployment - may be deployed during races and will enter the circuit from pit exit at turn 1, Copse unless deployed on Lap 1 and will be visible at Woodcote/start finish straight.
- **'Live Snatch' recoveries** [Q12.3] are permitted at Silverstone. Where deemed practicable, incidents and cars may be recovered under the usage of either Double Waved Yellow flags, **without the need to deploy the Safety Car**. This will **only** be done where **co-operation and compliance with flag signals** (specifically, slowing down under yellow and double waved yellow flags) **is obvious**.
- **Flag & Light Signals** [Q12.24] - flashing light panels are in operation at Silverstone to supplement the marshal's flag signalling. The flags and light panels share the same judicial value, and must be adhered to in an equal manner - they mean the same thing.
- **Track Limits** [Q12.21 / Q12.22] - at Silverstone, track limits are monitored via Judges of Fact [Q3.1] who are appointed to review transgressions concerning 'Track Limits'. Particular attention is given to Turn 1 Copse. Judges of Fact may also report track limits breaches at other corners.

GENERAL NOTES

- **Motor sport is a non-contact sport**. Causing a collision, or any appearance of a lack of control over your vehicle will be reported and investigated by the Clerk of the Course [Q12.21.4]. Additionally, driving in a manner incompatible with general safety will also be reported and investigated [C1.1.5].

- Any penalties which are applied for breaches of NCRs will be imposed in line with [C2.1], and any penalties applied for breaches of the MG Metro Cup Regulations will be imposed in line with the Championship Regulations.
- **Track Limits** [Q12.21 / Q12.22] infringements will be penalised in accordance with [Q12.22.1]. In qualifying, your lap time will be disallowed/removed. Notes will be made on the Results Sheet as to any deleted lap times. During races, penalties applied as follows:
 - 1st Breach: No penalty;
 - 2nd Breach: Driving Standards Warning flag;
 - 3rd Breach: 5 second penalty added to race time;
 - 4th Breach: 10 second penalty added to race time;
 - 5th Breach: drive through penalty [Q12.26(h)]; and
 - 6th Breach: black flag

- **Flag Signals & Communications** [Q12.24]

- **YELLOW FLAGS / LIGHTS** [Q12.24.3(e)] - used to warn **you** (the drivers) of **hazards** ahead of you. They're used to protect drivers, **AND the Marshals**, who may be working at the side of the track. You **must** slow down sufficiently to ensure that full control of the vehicle is retained, and you MUST NOT overtake.

- **DOUBLE YELLOW FLAGS / LIGHTS** [Q12.24.3(f)] - indicates great danger ahead, which may be marshals working immediately trackside, or to indicate a blockage, potential blockage, or partial blockage of the circuit ahead. You must slow down considerably, and be prepared to suddenly change from the projected racing line and/or take any other urgent evasive action. You must not overtake.



- **HAZARD BOARD** [Q12.24.3(o)] - warning to drivers of a hazard that was not present when the session commenced. Commonly used following a indication of a hazard (such as a stranded vehicle, well away from the track) the lap after all have driven past the yellow flag.



- **SAFETY CAR DEPLOYMENT** - procedure outlined as above in 'Specific Notes' for circuit, as well as [Q Appendix 3]. 'SC' boards and yellow flags will be displayed at all Marshal's Posts. Please slow down, bunch up, and join the 'train'/'crocodile'/'queue' behind the Safety Car. We will endeavour to catch the leader behind the Safety Car, and you must only pass the Safety Car if 'waved past' by the SC Observer.
- **RED FLAGS / LIGHTS** [Q12.24.3(j)] - session stopped - immediately cease driving at racing speeds. Proceed with maximum caution (without overtaking) to the pit lane (Practice/Qualifying), or to the Starting Line/Grid area (Races). Per instructions for Double

Waved Yellow Flags/Lights, you MUST be prepared to take evasive action, or STOP should the track be blocked, or as otherwise directed by Marshals/Officials. Please be aware of cars following close behind you, and avoid any abrupt or unpredictable actions/movments.

- **BLACK & ORANGE** 'Technical' flag - notification of apparent mechanical failure. The driver must return to the pit lane for repairs.
 - **BLACK & WHITE** 'Warning' flag - a warning to the driver that their behaviour is suspect and they are being monitored by the Clerk of the Course. Further reports may result in a Black Flag.
 - **BLACK FLAG** - driver must stop at their pit on the next lap after having received the signal and report to the Clerk of the Course.
 - **CHEQUERED FLAG** - end of session - return to the pit lane on lap following display of flag.
- Parc Ferme - after qualifying and racing, competing cars may be directed into Parc Ferme. Whilst in Parc Ferme (see Paddock Plan is linked above), 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.
 - At the end of on-track sessions and following the display of the Chequered Flag, **please show your appreciation for the Marshals by waving to thank them** for their assistance in running the race meeting.
 - If you have any questions relating to these Briefing Notes, please come to Race Control to discuss - we would rather you broadcast any queries instead of having to be summoned for any regulatory violations!
 - Finally, we wish you a safe, fair, and fun race meeting!

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Clerks of the Course

