

The British Motorcycle Racing Club

MARSHAL INFORMATION

BMCRC-MRO 2026 CHAMPIONSHIPS

SNETTERTON 300 CIRCUIT

5th & 6th September 2026

Incl. Test Day – Friday 4th September



Clerks of the Course:
Den Grant & Caroline Patterson

Incident Officer:
Steve Dent

Chief Marshal:
Karen Higgens

Mobile: **07792 320442**
Email: **khiggens@yahoo.com**

ACU Permit Nos:
ACU 206656/206611

Dear Marshals,

Thank you for putting down to attend our eighth round at Snetterton.

Following on from an email most of you should have received from our CEO, Mike Dommett, with regards to the Clubs need to 'tighten the belt', please take note that there are some small changes with regards to food and contribution to expense payment on a Friday (changes highlighted with yellow).

Please take particular note that there is some EXTRA information in these final instructions, especially with regards to camping and the Superkarts ... so please read on...

I know I say this often, but you are valued beyond words!!! THANK YOU.

The following should give you all the information you need but if not, please don't hesitate to contact me (my mobile and email are at the top of this page). We fully appreciate all the help and support you are giving us this weekend and I look forward to seeing you all there.

Karen Higgens
BMCRC Chief Marshal

Main Information:

- Signing on will take place in the circuit restaurant from 07:30 each day
- Friday 4th September you will receive a full cooked breakfast in the circuit restaurant, **a packed lunch and a payment of £10 (instead of the previously given £20) ... please note that the packed lunch replaces the evening meal**
- Saturday and Sunday you will receive a full cooked breakfast in the circuit restaurant, a packed lunch and a payment of £10 for each day **... (NO CHANGE)**
- **IO BRIEFING:** Briefing for all IOs at 08:00 on FRIDAY and SATURDAY morning, where we sign-on

Circuit/Camping Entrance:

Access to the Marshals campsite ONLY can be gained via the Main Gate no earlier than midday on Thursday 3rd. Access to the paddock will not be until 17:30 on Thursday (see map for camping).

Parking and Getting to Corner:

You can get a lift to your corner from one of the recovery vans... pick up is from outside Tyrells restaurant at approximately 08:30 each day. Alternatively, you can park your car near most of the corners but please take care and keep your speed down if you are making your way to corner via the circuit.

Marshals, Officials and Medics BBQ:

There will be a BBQ on the Saturday night, in the Marshals campsite. The Club will provide the food (usually burgers, sausages, cheese and buns, etc), just bring your own drink.

A MASSIVE thank you to Gordon for his continued help with the BBQ. I'm sure you all join me in being forever grateful for all he does... his efforts provide an opportunity for those, who are so inclined, to gather socially together at the end of a day and share stories.

Camping and Power:

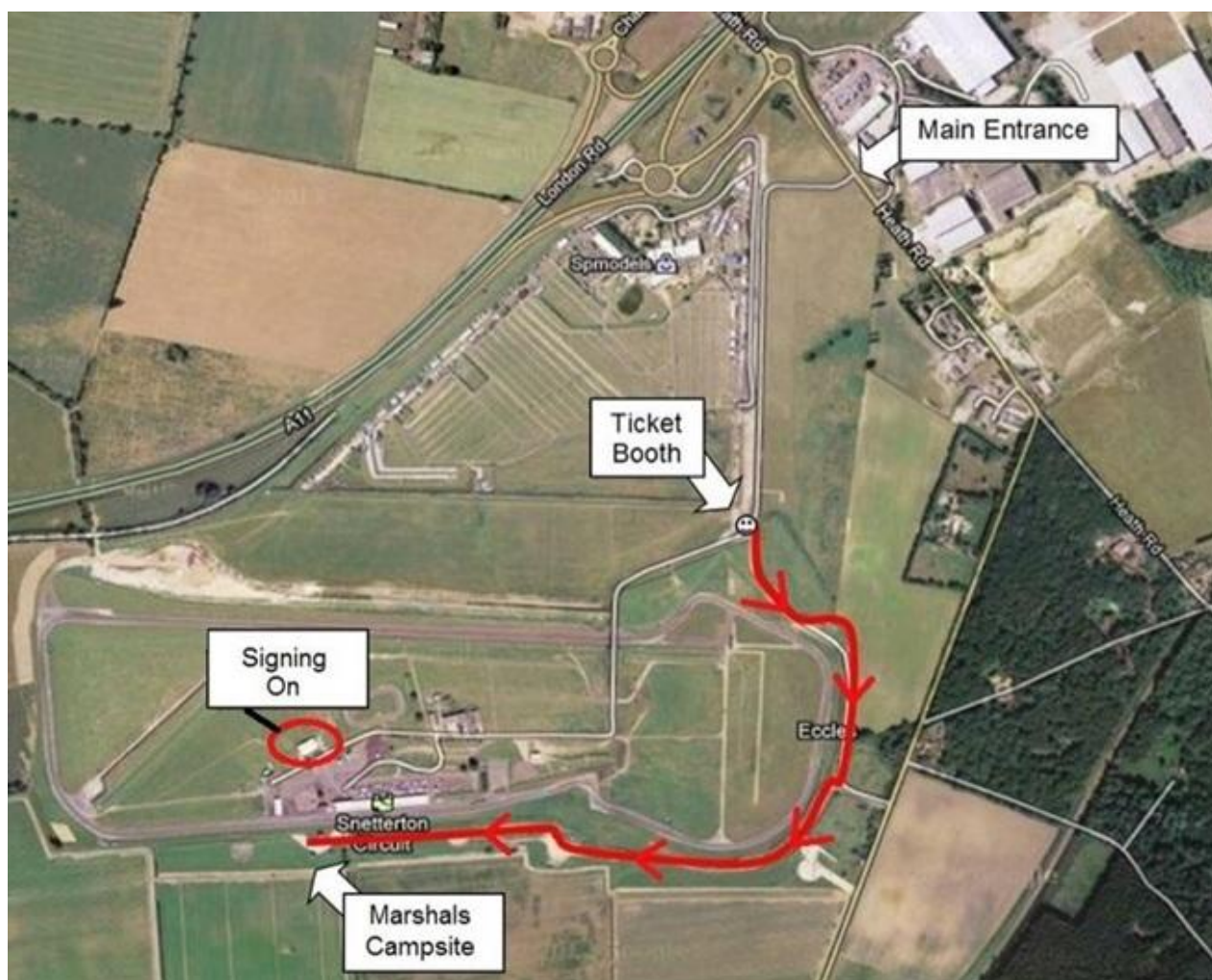
The Marshals campsite is located on the outside of the circuit, behind the time-keepers hut and alongside the start line. To access the campsite, turn left immediately after you enter through the main entrance (ticket booths). Follow the track around the outside of the circuit to the far end... if you look to the right you should see the start line, if you don't, you're probably at the wrong circuit!!

Please note that there is VERY limited power available, and this should only be used to keep fridges going and for topping up batteries... please do not use it for anything else such as heaters etc as this could trip the power and ruin it for everyone else. The power pole is located behind the toilet cabin.

PLEASE NOTE:

The Circuit Manager has requested that everyone take particular care with anything that can be carried by the wind... they've recently had a ground sheet find it's way to a live track in the wind and he's still having nightmares about it!!

CAMPING OVERNIGHT SUNDAY: Providing you are camped in the designated Marshal camping area as marked on the map, you will be able to stay on Sunday night. You will need to vacate Monday morning.



A Note about one our Guest Classes – the **SUPERKARTS !!**

I've put together some notes about the SUPERKARTS, as there are some differences that you will need to bear in mind. I hope this helps... please don't hesitate to ask if you have any questions.

WARM UP LAPS AND RACE STARTS

- When the Superkarts are released from the Assembly Area, dependent on the circuit, they MAY be **directed to go down pitlane from the Assembly Area for ALL sessions**, including the races. This may seem strange, but there's some logic behind it... I just won't bore you with the detail here
- For races, the **Pace car will lead them on the warm-up lap from either the pit lane exit or the assembly area (dependent on the circuit)**. When the Clerk is happy for the race to start, the pace car will pull into the pit lane and the lights will change to signal the drivers. The drivers do not stop on the grid... it's a **ROLLING START**. **WAVED GREEN FLAGS** will be displayed from ALL points for the warm-up lap

RACE FINISHES

- At the finish of the race, they will **NOT be pulling in at the usual flag off point (dependent on circuit)**. They continue for another lap and pull into pit lane. **NO red flags are displayed for the cool down lap**, not even at pit lane. As the first kart reaches your section on the cool down lap you will need to display **WAVED YELLOW FLAGS** for the remainder of the karts coming round ... radio clear downs will be the same as we're used to... BIJOU, so no change there
- For flag off, there will need to be someone positioned ushering them into pit lane, preventing them carrying on, this will be done with a **WAVED YELLOW FLAG (not a RED)**
- At the end of the race, the karts enter pit lane and continue to the testing area where there will be some sort of inspection. NO-ONE is allowed to touch any of the karts prior to inspection
- There is NO LAST LAP FLAG

DEALING WITH INCIDENTS

- You will need to **HESITATE** prior to going out to any incidents as I am told they often recover themselves... if it becomes obvious they can't and need help, then go out but be PARTICULARLY CAREFUL and AWARE as these guys don't take prisoners and are fast... so let the dust settle a bit more than usual!
- Only **WAVED YELLOW FLAGS** are to be displayed... i.e. NO stationary yellow flag. **If a Marshal has to come out from behind the barriers** you will need to **WAVE DOUBLE YELLOW FLAGS** and the flag point prior would be a **WAVED YELLOW FLAG**
- Alan Fowkes has kindly produced a number of bars that have proved very useful for recovery of the Superkarts... these go in the centre of the front wheel on each side (central hubs). If you have gravel in your section, make sure you get a couple of bars for recovery prior to leaving signing on in the morning
- Be led by the Driver with regards to how to get the kart through the gravel... encourage them to help
- **Call in any overtakes on yellows**, they ideally need the number of the kart overtaking AND the kart being overtaken please. There are mixed classes so it can often be deemed safer for a faster class to overtake so please use your discretion where you can
- **If a Kart crashes, they are not allowed to continue** ... an exception would be for safety reasons

BLUE FLAGS AND EXCEEDING TRACK LIMITS

- **WAVED BLUE FLAGS** will be used for slower karts
- Pay particular attention to Karts exceeding track limits during qualifying ... use your discretion ... the key thing is whether they have gained an advantage or not ... that said, if someone is a repeat offender, the Clerk wants to know about it as they may require 'education'

DEBRIS

- If there is debris on the circuit, you will need to **CALL IT IN** so that the Clerk can make a decision as to whether to deploy the Safety car, so be clear about the situation
- For smaller debris, you will need to display a stationary **LACK OF ADHESION** flag until ALL karts have seen it, then withdraw the flag and replace it with the HAZARD BOARD all the time the hazard is still present
- For **larger items of debris** (potentially posing more of a danger), display a **WAVED YELLOW FLAG** instead of the LACK OF ADHESION flag, followed by the **HAZARD BOARD** all the time the hazard is still present

SAFETY CAR

- If you are unable to move a kart and it is in an unsafe position, you will need to alert the Clerk to the situation ... the Clerk is likely to deploy the Safety car for this, allowing you to safely move the kart to a safer position
- If the safety car is deployed, you will need to display the **SAFETY BOARD** (should be one near each sector) and a **WAVED YELLOW FLAG** from ALL flag points, on instruction from the Clerk
- No karts are allowed to overtake in a safety car situation ... especially overtaking the safety car!
- If the kart can't be removed under a safety car situation you will need to alert the Clerk

REPORTS

- Write the reports in the same way we do with the bikes... i.e. not for mechanicals, running log for non-serious incidents and main reports for race stops and indiscretions such as overtaking on a yellow
- If you have a report for an 'indiscretion' or more serious incident, alert the Clerk on the radio or Whatsapp group and he'll arrange for someone to come and pick it up... if they're still doing recovery, they'll probably pick it up trackside from you as the reports can be time sensitive

RACE STOPS

- If it's a **RED FLAG** situation, **ALL karts should be brought back to pit lane**, unless otherwise instructed... listen for further instruction

For the Superkarts, we run under a different permit and, as such, you will need to sign two DIFFERENT sign on sheets for either the weekend or individual days. The Superkarts bring their own Clerks, Techs and Assembly staff, and their Clerk will be on the radio for their sessions on track. They may have more than one Clerk, and you will be made aware of the Clerk and any special instructions at the IO meeting.

Just prior to going live with the Superkarts, our Clerk will make you aware that we are now running under a different permit.

The Superkart Clerks understand that we'll be using **SECTION NAMES** and **NOT post numbers**. 😊

PLEASE STAY SAFE

Count to TEN before you go out and ALWAYS BE AWARE

**They're FAST, and where one crashes, it's not unusual for another to follow ...
AND there are a lot of them !!**

Expect a number of Mechanical retirements
