

# **MONO** **CHAMPIONSHIP**

## **ENTRY PACK**

**Rounds 8, 9 & 10**  
**27<sup>th</sup> – 28<sup>th</sup> July 2019**

**Snetterton 300**  
*Norwich, NR16 2JU*

Enclosed:

- Final Instructions
- Supplementary Regulations
- Paddock Plan
- Timetables
- Entry List
- Season Briefing Notes
- MSVR Safety Bulletin
- Site Map

Thank you for entering rounds 8, 9 & 10 of the 2019 Monoposto Championship at Snetterton. We will be using the 300 circuit for this meeting. Please find enclosed in this entry pack all of the information that you need for the meeting. Make sure you read all of this information carefully.

**Format:**

This meeting will use the triple header format. There will be one qualifying and three races (per grid) across the weekend. Your fastest time in the first race will set the grid for the second race and your fastest time in the second race will determine the grid for the third race.

**Mono Hub:**

The Mono Hub will be located in the white pop-up next to the AViT truck for this meeting. Complimentary tea, coffee and biscuits will be served from the Hub over the weekend. All Monoposto competitors and teams are welcome to join us in the hub.

**Parking Arrangements:**

The paddock will be available to access on Thursday from 6pm for those who are testing on Friday and on Friday from 6pm for those who are not testing. Please be considerate with parking up and arrange your set up and support vehicles to make best use of the space available.

**Trophies:**

This year we are giving away stickers for competitors coming 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> in their class. These will be given, along with trophies, during the prizegivings detailed on the timetable. Some competitors expressed a preference to recycle trophies so if you do not want to keep a trophy please return it after the prizegiving and it will be reused.

**Paddock Massages:**

Emma Cliffe will be offering massages to drivers and their team members on a friends and family basis to raise money for the President's Charity. If you would be interested in having a massage over the weekend, please contact Emma directly for more information: [emmalcliffe@gmail.com](mailto:emmalcliffe@gmail.com)

**Useful Contacts:**

For all event enquiries, issues or championship information please contact the Championship Coordinator, Rachel Lovett, on 07894 010132.

Circuit Phone Number – 01953 887303


**Nearest Fuel Station:**

There is a fuel station at the circuit. The nearest ones outside the circuit are:

To the East – Sainsbury's (5.6 Miles) High Street, Attleborough, NR17 2EH

To the West – BP (10.3 Miles) Norwich Road, Thetford, IP24 2JJ

**MSVR Club Car Championships**  
**Snetterton 300**  
**27/28 July 2019**  
**Issue ONE**

| Saturday   |         |            |       |           |       |        |   |             |           |           |          |               |
|--|---------|------------|-------|-----------|-------|--------|---|-------------|-----------|-----------|----------|---------------|
| Championship   | Session | Event      | Mins  | Down Time | Start | Finish | Sign On   | Location    | Scutineer | Location  | Briefing | Location      |
| Porsche Club Championship  | 1       | Qualifying | 00:20 | 00:10     | 09:00 | 09:20  | 07:00   | Race Admin  | 07:30     | Scrut Bay | 08:00    | Race Centre   |
| Radical SR1 Cup  | 2       | Qualifying | 00:20 | 00:10     | 09:30 | 09:50  | 07:30   | Race Centre | 08:00     | In Situ   | 08:30    | Race Centre   |
| GT Cup Championship  | 3       | Practice   | 00:15 | 00:10     | 10:00 | 10:15  | 08:00   | Race Centre | 08:30     | Garages   | 09:00    | Race Centre   |
| 7 Race Series  | 4       | Qualifying | 00:20 | 00:10     | 10:25 | 10:45  | 08:30   | Race Admin  | 09:00     | Scrut Bay | 09:30    | Race Centre   |
| Monoposto 2000, 1800, 1600 & Moto 1000   | 5       | Qualifying | 00:15 | 00:10     | 10:55 | 11:10  | 09:00   | Race Admin  | 09:30     | Scrut Bay | 10:00    | Briefing Room |
| Porsche Club Championship  | 6       | Race 1     | 00:25 | 00:10     | 11:20 | 11:45  |   |             |           |           |          |               |
| GT Cup Championship  | 7       | Qualifying | 00:15 | 00:10     | 11:55 | 12:10  |   |             |           |           |          |               |
| Monoposto Mono F3, Classic and Moto 1400   | 8       | Qualifying | 00:15 |           | 12:20 | 12:35  | 10:30   | Race Admin  | 11:00     | Scrut Bay | 11:30    | Briefing Room |
| <b>Lunch</b>   |         |            | 00:40 |           | 12:35 | 13:15  | <div style="border: 1px solid black; padding: 10px; text-align: center;">                     All competitors are invited to sign on at Race Administration on Friday 26 July between 15:00 &amp; 17:30                 </div>  |             |           |           |          |               |
| Radical SR1 Cup  | 9       | Race 2     | 00:20 | 00:15     | 13:15 | 13:35  |   |             |           |           |          |               |
| GT Cup Championship  | 10      | Race 3     | 00:25 | 00:10     | 13:50 | 14:15  |   |             |           |           |          |               |
| Porsche Club Championship  | 11      | Race 4     | 00:25 | 00:15     | 14:25 | 14:50  |   |             |           |           |          |               |
| Monoposto 2000, 1800, 1600 & Moto 1000   | 12      | Race 5     | 00:15 | 00:15     | 15:05 | 15:20  |   |             |           |           |          |               |
| 7 Race Series  | 13      | Race 6     | 00:30 | 00:15     | 15:35 | 16:05  |   |             |           |           |          |               |
| Radical SR1 Cup  | 14      | Race 7     | 00:20 | 00:15     | 16:20 | 16:40  |   |             |           |           |          |               |
| GT Cup Championship  | 15      | Race 8     | 00:50 | 00:15     | 16:55 | 17:45  |   |             |           |           |          |               |
| Monoposto Mono F3, Classic and Moto 1400   | 16      | Race 9     | 00:15 |           | 18:00 | 18:15  |   |             |           |           |          |               |
| <b>Pit Garages - GT Cup Championship</b>   |         |            |       |           |       |        |   |             |           |           |          |               |
| ALL TIMES ARE PROVISIONAL & MAY BE CHANGED WITHOUT NOTICE. IT IS THE COMPETITORS RESPONSIBILITY TO WATCH THE PROGRESS OF THE MEETING & TO BE IN THE ASSEMBLY AREA NO LATER THAN 20 MINUTES PRIOR TO THE START OF THE QUALIFYING OR RACE. FAILURE TO COMPLY MAY RESULT IN SPACE BEING GIVEN TO RESERVES. IN IDEAL CONDITIONS THE QUALIFYING OR RACING PROGRAMME MAY BE BROUGHT FORWARD BY UP TO 20 MINUTES. |         |            |       |           |       |        |   |             |           |           |          |               |

**MSVR Club Car Championships**  
**Snetterton 300**  
**27/28 July 2019**  
**Issue ONE**

| Sunday  |         |            |       |           |       |        |         |            |            |           |          |               |  |
|---|---------|------------|-------|-----------|-------|--------|---------|------------|------------|-----------|----------|---------------|--|
| Championship  | Session | Event      | Mins  | Down Time | Start | Finish | Sign On | Location   | Scrutineer | Location  | Briefing | Location      |  |
| GT Cup Championship   | 17      | Practice   | 00:15 | 00:10     | 09:00 | 09:15  |         |            |            |           |          |               |  |
| Heritage Formula Ford   | 18      | Qualifying | 00:15 | 00:10     | 09:25 | 09:40  | 07:30   | Race Admin | 08:00      | Scrut Bay | 08:30    | Briefing Room |  |
| Monoposto 2000, 1800, 1600 & Moto 1000  | 19      | Race 10    | 00:15 | 00:15     | 09:50 | 10:05  |         |            |            |           |          |               |  |
| 7 Race Series   | 20      | Race 11    | 00:30 | 00:15     | 10:20 | 10:50  |         |            |            |           |          |               |  |
| GT Cup Championship   | 21      | Qualifying | 00:15 | 00:15     | 11:05 | 11:20  |         |            |            |           |          |               |  |
| MSVR Elise Trophy   | 22      | Qualifying | 00:20 | 00:10     | 11:35 | 11:55  | 09:30   | Race Admin | 10:00      | Scrut Bay | 10:30    | Briefing Room |  |
| Heritage Formula Ford   | 23      | Race 12    | 00:15 | 00:15     | 12:05 | 12:20  |         |            |            |           |          |               |  |
| Monoposto Mono F3, Classic and Moto 1400  | 24      | Race 13    | 00:15 |           | 12:35 | 12:50  |         |            |            |           |          |               |  |
| Lunch   |         |            | 00:50 |           | 12:50 | 13:40  |         |            |            |           |          |               |  |
| GT Cup Championship   | 25      | Race 14    | 00:25 | 00:15     | 13:40 | 14:05  |         |            |            |           |          |               |  |
| Monoposto 2000, 1800, 1600 & Moto 1000  | 26      | Race 15    | 00:15 | 00:15     | 14:20 | 14:35  |         |            |            |           |          |               |  |
| MSVR Elise Trophy   | 27      | Race 16    | 00:20 | 00:15     | 14:50 | 15:10  |         |            |            |           |          |               |  |
| Heritage Formula Ford   | 28      | Race 17    | 00:15 | 00:15     | 15:25 | 15:40  |         |            |            |           |          |               |  |
| Monoposto Mono F3, Classic and Moto 1400  | 29      | Race 18    | 00:15 | 00:15     | 15:55 | 16:10  |         |            |            |           |          |               |  |
| GT Cup Championship   | 30      | Race 19    | 00:50 | 00:15     | 16:25 | 17:15  |         |            |            |           |          |               |  |
| MSVR Elise Trophy   | 31      | Race 20    | 00:20 |           | 17:30 | 17:50  |         |            |            |           |          |               |  |
| <b>Pit Garages - GT Cup Championship</b>  |         |            |       |           |       |        |         |            |            |           |          |               |  |
| <small>ALL TIMES ARE PROVISIONAL &amp; MAY BE CHANGED WITHOUT NOTICE. IT IS THE COMPETITORS RESPONSIBILITY TO WATCH THE PROGRESS OF THE MEETING &amp; TO BE IN THE ASSEMBLY AREA NO LATER THAN 20 MINUTES PRIOR TO THE START OF THE QUALIFYING OR RACE. FAILURE TO COMPLY MAY RESULT IN SPACE BEING GIVEN TO RESERVES. IN IDEAL CONDITIONS THE QUALIFYING OR RACING PROGRAMME MAY BE BROUGHT FORWARD BY UP TO 20 MINUTES.</small> |         |            |       |           |       |        |         |            |            |           |          |               |  |



**Snetterton**



# Monoposto Timetable

## *Snetterton 300*

**Saturday 27<sup>th</sup> July**

| Event                                 | Time            | Location          |
|---------------------------------------|-----------------|-------------------|
| Signing On                            | From 9am        | Race Admin        |
| 1000, 2000, 1800 & 1600 Scrutineering | 9.30am          | Scrutineering Bay |
| 1000, 2000, 1800 & 1600 Briefing      | 10am            | Media Centre      |
| 1000, 2000, 1800 & 1600 Qualifying    | 10.55 – 11.10am |                   |
| F3, Classic & 1400 Scrutineering      | 11am            | Scrutineering Bay |
| F3, Classic & 1400 Drivers Briefing   | 11.30am         | Media Centre      |
| F3, Classic & 1400 Qualifying         | 12.20 - 12.35am |                   |
| 1000, 2000, 1800 & 1600 Race          | 3.05 – 3.20pm   |                   |
| Prize Giving                          | 3.45pm          | Mono Hub          |
| F3, Classic & 1400 Race               | 6 – 6.15pm      |                   |
| Prize Giving                          | 6.45pm          | Mono Hub          |

**Sunday 28<sup>th</sup> July**

| Event                        | Time            | Location |
|------------------------------|-----------------|----------|
| 1000, 2000, 1800 & 1600 Race | 9.50 – 10.05am  |          |
| F3, Classic & 1400 Race      | 12.35 – 12.50pm |          |
| 1000, 2000, 1800 & 1600 Race | 2.20 – 2.35pm   |          |
| F3, Classic & 1400 Race      | 3.55 – 4.10pm   |          |
| Prize Giving                 | 4.45pm          | Mono Hub |

**Competitors need to be in the assembly area  
20 minutes prior to the start of each session**

Please note that timings are provisional and it is possible for times to deviate from the timetable, dependent on the conduct of the event and the other races



## Monoposto Championship

Rounds 8, 9 & 10

Snetterton 300

27-28 July 2019

Entry List V3



| Grid | First Name | Last Name  | Hometown           | Race Number | Team or Sponsor       | Class | Car                 | Car Year | Engine        | Capacity CC |
|------|------------|------------|--------------------|-------------|-----------------------|-------|---------------------|----------|---------------|-------------|
| 1    | Peter      | Lague      | Colchester         | 9           | Team Lague Racing     | M1000 | Jedi Mk 6           | 2000     | Suzuki K6     | 1000        |
| 1    | Tom        | Rawlings   | Bewdley            | 18          | Visual Security       | M1000 | JKS Mk 2            | 2019     | Suzuki        | 1000        |
| 1    | Dean       | Warren     | Chaddesley Corbett | 22          |                       | M1000 | Speads RM04A        | 2004     | Suzuki        | 1000        |
| 1    | Andrew     | Cartmell   | Royston            | 30          |                       | M1000 | Revelation 1000     | 2003     | Suzuki GSXR   | 1000        |
| 1    | Morgan     | McCourt    | Cork               | 48          | Leastone Racing       | M1000 | Leastone 1000       | 2014     | Suzuki GSXR   | 1000        |
| 1    | Myles      | Castaldini | Leamington Spa     | 78          | Tappex Thread Inserts | M1000 | Van Diemen RF94     | 1994     | Kawasaki      | 1000        |
| 1    | Dominic    | Shepherd   | Wincanton          | 98          | Shepherd + Co         | M1000 | JKS                 | 2010     | Suzuki        | 1000        |
| 1    | Max        | Hart       | Co. Wicklow        | 101         | Leastone Racing       | M1000 | Leastone 1000       | 2018     | Suzuki        | 1000        |
| 1    | Robert     | Smith      | Barlestone         | 14          | MGS Motorsport        | 2000  | Dallara F395        | 1995     | Vauxhall Exon | 2000        |
| 1    | Terry      | Clark      | Northwood          | 32          | Mictel Hillpress      | 2000  | Van Diemen RF00     | 2000     | Ford Zetec    | 2000        |
| 1    | Richard    | Greening   | Doncaster          | 69          | AVi! Motorsport       | 2000  | Swift SC98          | 1998     | Ford Zetec    | 2000        |
| 1    | Mat        | Jordan     | Cheltenham         | 99          | Team Fern Racing      | 2000  | Van Diemen RF99     | 1999     | Ford Zetec    | 2000        |
| 1    | Phil       | Davis      | Stroud             | 12          |                       | 1800  | Van Diemen RF98     | 1998     | Ford Zetec    | 1800        |
| 1    | David      | Jones      | Newbury            | 47          |                       | 1800  | Van Diemen RF82     | 1982     | Ford Pinto    | 2000        |
| 1    | Douglas    | McLay      | Swadlincote        | 81          | Elan Active Ltd       | 1800  | Mygale SJ10 Duratec | 2010     | Ford Scholar  | 1600        |
| 1    | Chris      | Lord       | Totnes             | 117         |                       | 1800  | Van Diemen RF82     | 1982     | Ford Pinto    | 2000        |
| 1    | Chris      | Levy       | King's Lynn        | 157         |                       | 1800  | Van Diemen RF83     | 1983     | Ford Pinto    | 2000        |
| 1    | Steven     | Griffin    | Barrow-upon-Humber | 182         | AVi! Motorsport       | 1800  | Van Diemen          | 2007     | Ford Scholar  | 1800        |
| 1    | Geoff      | Fern       | Warminster         | 7           | Team Fern Racing      | 1600  | Van Diemen RF89     | 1989     | Ford Zetec    | 1600        |



## Monoposto Championship

Rounds 8, 9 & 10

Snetterton 300

27-28 July 2019

Entry List V3



| Grid | First Name | Last Name | Hometown           | Race Number | Team or Sponsor          | Class   | Car                    | Car Year | Engine            | Capacity CC |
|------|------------|-----------|--------------------|-------------|--------------------------|---------|------------------------|----------|-------------------|-------------|
| 2    | Neil       | Harrison  | Worcester          | 10          | Magic Motorsport         | F3      | Dallara F302           | 2002     | Toyota            | 2000        |
| 2    | James      | Ledamun   | Woking             | 16          | Equipe Pigeau            | F3      | Dallara F300           | 2000     | Toyota Piedrafita | 2000        |
| 2    | Tony       | Bishop    | Whipsnade          | 21          | HWF Racing               | F3      | Dallara F304           | 2004     | Vauxhall          | 2000        |
| 2    | Chris      | Davison   | Moreton-in-Marsh   | 31          | IGD Racing               | F3      | Dallara F301           | 2001     | Opel              | 2000        |
| 2    | Lee        | Fern      | Warminster         | 33          | Scuderia Fern Racing     | F3      | Dallara F301           | 2001     | Renault           | 2000        |
| 2    | Simon      | Lonnergan | Great Linford      | 35          | Tempa Racing / Fenchurch | F3      | Dallara F398           | 1998     | Toyota            | 2000        |
| 2    | Paul       | Booth     | Barton-upon-Humber | 55          | AVi! Motorsport          | F3      | Dallara F306           | 2006     | Toyota            | 2000        |
| 2    | Alex       | Fores     | Marlow             | 90          | Bromfield Racing         | F3      | Dallara F301           | 2001     | Toyota            | 2000        |
| 2    | Mark       | Harrison  | Worcester          | 93          | Magic Motorsport         | F3      | Dallara F397           | 1997     | Vauxhall          | 2000        |
| 2    | Ashley     | Dibden    | Peterborough       | 94          | Printsense               | F3      | Dallara F301           | 2001     | Toyota            | 2000        |
| 2    | Will       | Powell    | Silverstone        | 177         | Motus One Racing         | F3      | Dallara F300           | 2000     | Opel              | 2000        |
| 2    | Nick       | Catanzaro | Whitminster        | 19          |                          | Classic | Formula Vauxhall Lotus | 1986     | Vauxhall          | 2000        |
| 2    | James      | Rimmer    | Great Denham       | 27          |                          | Classic | Dallara F392           | 1992     | Alfa Romeo        | 2000        |
| 2    | Edward     | Guest     | Thruxington        | 57          |                          | Classic | Anson SA3              | 1983     | Vauxhall          | 2000        |
| 2    | Marcus     | Sheard    | Thurlton           | 64          | AVi! Motorsport          | Classic | Reynard 883            | 1988     | Toyota            | 2000        |
| 2    | Jason      | Timms     | Gloucester         | 3           | James Timms Transport    | M1400   | Dallara 301            | 2001     | Suzuki            | 1400        |
| 2    | Geoff      | Fern      | Warminster         | 7           | Team Fern Racing         | M1400   | Dallara 301            | 2001     | Hyabusa           | 1400        |
| 2    | Martin     | Wright    | Burton-on-Trent    | 8           | SMS Engineering Services | M1400   | Dallara 301            | 2000     | Suzuki            | 1340        |

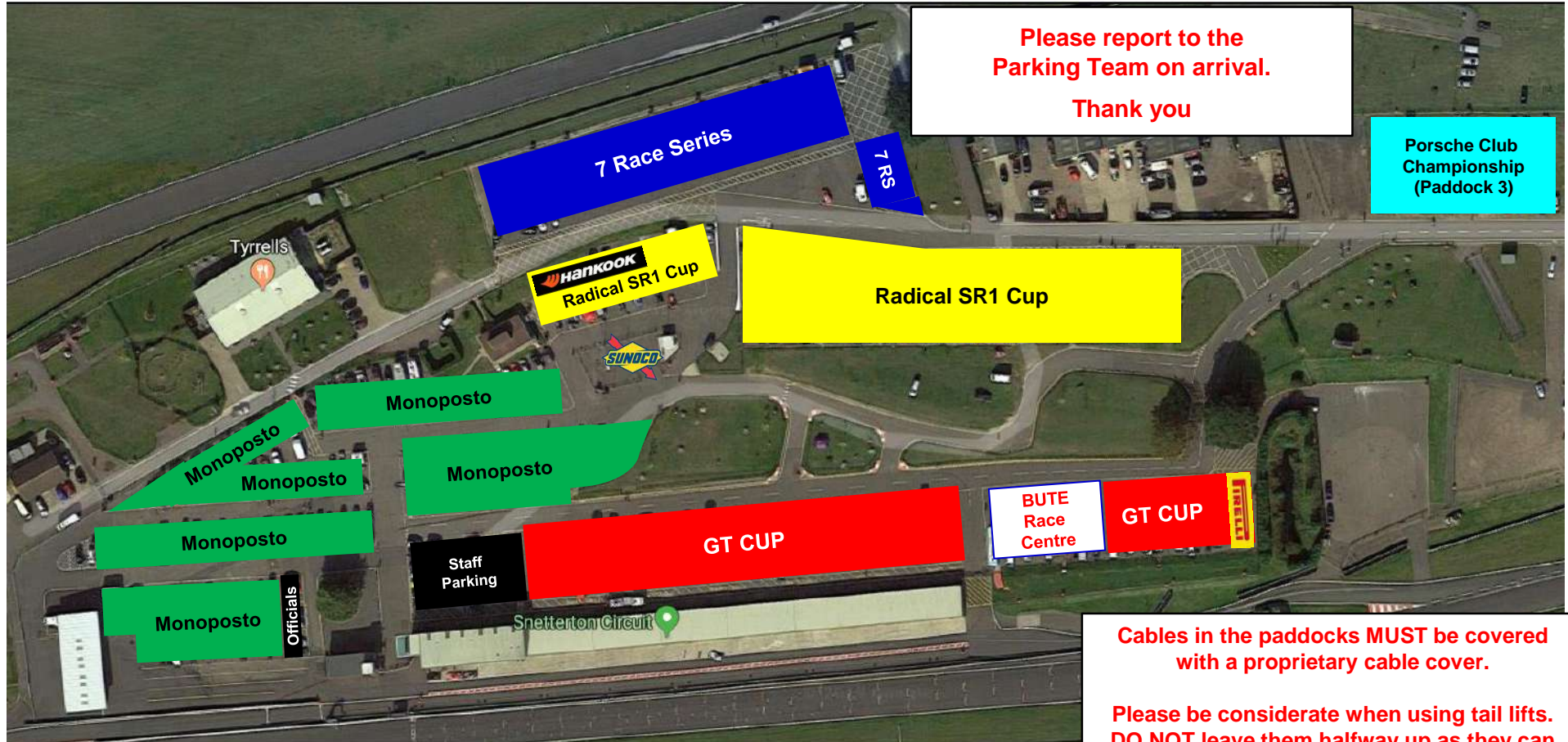


## Paddock Plan – ISSUE ONE

Snetterton 300, 27/28 July 2019

**SATURDAY**

Snetterton



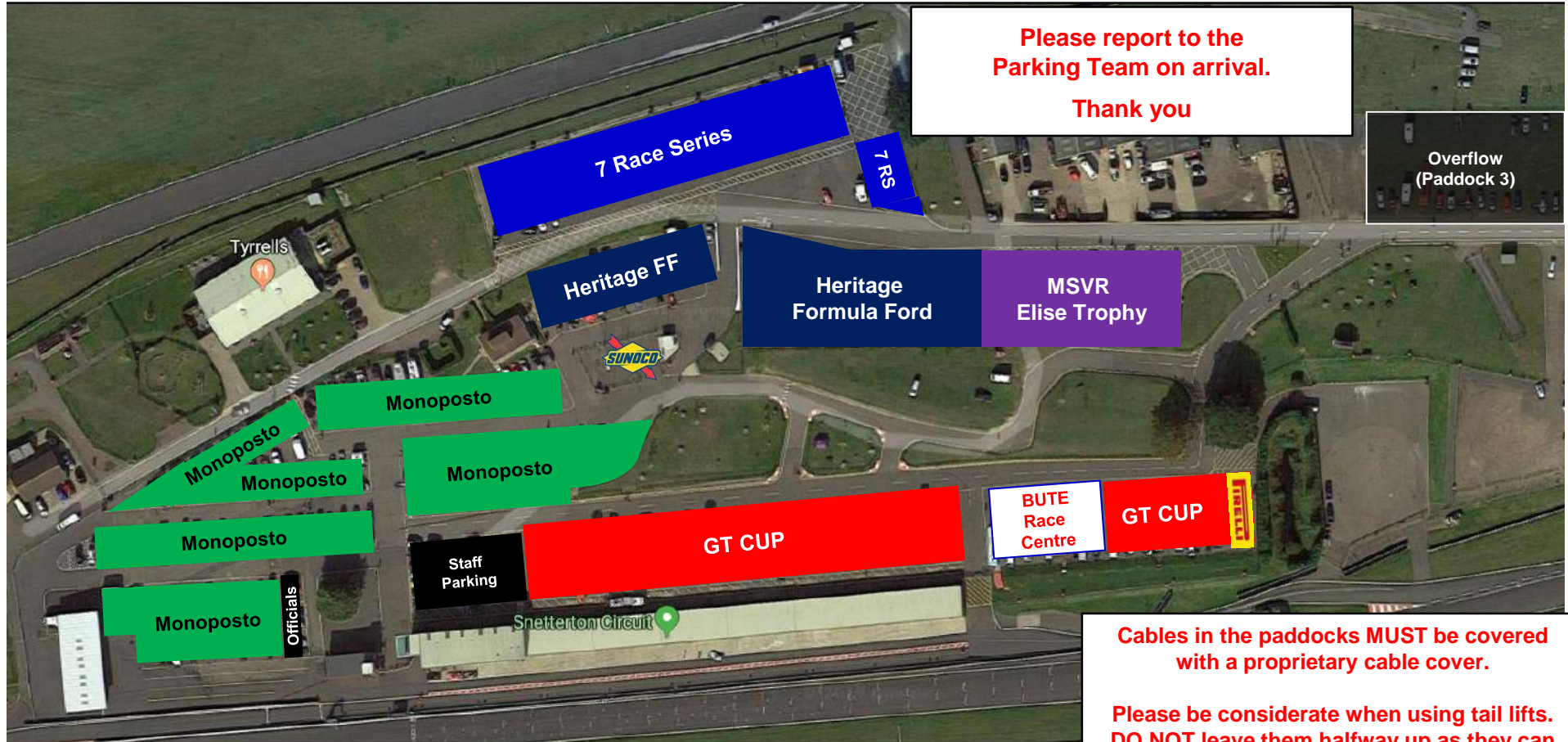


## Paddock Plan – ISSUE ONE

Snetterton 300, 27/28 July 2019

**SUNDAY**

Snetterton



**MSVR Club Car Championships – Snetterton 300**  
**27/28 July 2019**  
**FINAL INSTRUCTIONS – Issue ONE**

This meeting is organised by MotorSport Vision Racing, governed by the General Competition Rules of Motorsport UK, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

#### 1. PERMIT

This event will be held under the following MOTORSPORT UK Permit numbers:

Nat B: 111563

This meeting is NCAFP permitted.

#### 2. OFFICIALS

Motorsport UK Steward – TBC  
Club Stewards – Mike Dixon, David Evans  
Senior Clerk of the Course – Tony Watts  
Clerk of the Course – Andy Stevens, Terry Scannell, Andrew Butcher  
Deputy Clerk of the Course – Tony Weatherly  
Secretary of the Meeting – David Willey  
Deputy Secretary of the Meeting – Maggie Watts  
Chief Scrutineer – Loyd Gerken  
Chief Marshal – Peter Rodwell  
Chief Medical Officer – Prof C. Loveday  
Starter – Paul Brooks  
Chief Paddock Marshal – Maurice Bennington  
Chief Timekeeper – Tony Daff  
Commentators – Mark Werrell, Chris Dawes  
Marshals/Event Officials - Members of the BMMC, BARC & BRSCC and other MOTORSPORT UK recognised Clubs  
Ambulances – IAS Ambulance Service Ltd  
Rescue Units – BRSCC  
Safety Car Driver – Ian Barnett, Peter Scillitoe  
Paddock Manager – Stephen Green  
Recovery – MSV  
Telehandler – David Colchester

#### 3. COMPETITORS CIRCUIT/PADDOCK ACCESS & ALLOCATION

**IT IS IMPORTANT THAT YOU FOLLOW INSTRUCTIONS REGARDING PARKING WITHIN THE PADDOCK AREAS.**

**PLEASE REFER TO THE PADDOCK PLAN.**

- **Paddock access for those testing on Friday 26<sup>th</sup> July, will be from 18.00 on Thursday 25<sup>th</sup> July**
- **Paddock access for those NOT testing, will be from 18:00 on Friday 26<sup>th</sup> July**
- **Access to the Garages for those testing on Friday 26<sup>th</sup> July, will be from 18.00pm on Thursday 25<sup>th</sup> July**
- **Access to the garages for those NOT testing on Friday 26<sup>th</sup> July, will be from 18:00 on Friday 26<sup>th</sup> July**

**Pit Garages are reserved for GT Cup competitors in accordance with the Garage allocation plan.**

**The paddock must be vacated by all competitors and teams by no later than 21:00 on Sunday 28<sup>th</sup> July.**

#### 4. SIGNING ON FOR COMPETITORS

All competitors will sign on at the times and locations allocated on the event timetable.

At signing on all drivers must provide a) Drivers and Entrants Motorsport UK Competition Licence. b) Drivers Medical Certificate (if not incorporated in the Licence). c) Valid Club Membership (where applicable).

**Any competitor holding a competition licence not issued by Motorsport UK MUST specify this on the entry form for the event. Further they can only participate with authorisation from their ASN (as required by the FIA International Sporting Code) and MUST present this written authorisation when signing on.**

#### 5. SIGNING ON FOR SENIOR OFFICIALS

will be in Race Administration.

#### 6. NOTICE BOARD

The Official Notice Board will be located at Race Administration.

#### 7. TIMING SCREEN

The Official Timing Screen will be the Starter's timing screen in the Pit Lane.

#### 8. SCRUTINEERING

All vehicles will be examined **at the times & locations given on the event timetable.**

#### 9. ELIGIBILITY

Eligibility may be checked by a member of the Motorsport UK Technical Commission listed in the 2019 Motorsport UK Yearbook at Appendix 4(e). These Technical Commissioners will be considered as Judges of Fact within the Regulations.

The Championship/Series licensed Eligibility Scrutineers are also considered Judges of Fact and empowered to undertake any measurements or examinations of vehicles.

#### 10. DRIVERS RACING FOR THE FIRST TIME AT SNETTERTON

Competitors must read an instruction sheet that can be collected from Race Administration prior to their qualifying sessions.

#### 11. DRIVERS BRIEFINGS

Schedule is given in the timetable.

The organisers reserve the right to call extra briefings as appropriate. Attendance at any drivers briefing is mandatory.

#### 12. ENGINE / NOISE POLLUTION

Engines must not be run before 0830 hours OR after 1845 hours.

#### 13. PIT LANE

Please note that there is a mandatory speed limit in the Pit Lane of 60 km/h.

The Penalty Box is in the Pit Lane adjacent to Race Control.

#### 14. QUALIFYING

All cars will start qualifying from the Pit Lane.

**All competitors**, will be required in the Assembly Area 20 minutes prior to their qualifying. On instruction from marshals, cars will proceed from the Assembly Area into the Pit Lane.

Please make yourself familiar with the location of the Assembly Area before your first practice session.

#### GT Cup

Practice – **all** cars to Assembly Area (for noise testing)

Qualifying – cars from Pit Lane direct to track

Practice – (Sunday) - cars from Pit Lane direct to track

Qualifying (Sunday) - cars from Pit Lane direct to track

#### 15. RACE START PROCEDURE

**All competitors** will proceed to the Assembly Area. On instruction from officials, all cars will proceed directly to the grid.

If the delay from the showing of the Green Flag to the start of the race takes more than four minutes the organisers reserve the right to reduce the race distance.

GT Cup, 7 Race Series, MSVR Elise Trophy & Radical SR1 Cup races will be a Rolling Start.

All other races will be a standing start.

#### 16. GRIDS

Grids will be in accordance with the track licence or Race Series Regulations.

In ideal conditions the qualifying or racing programme may be brought forward by up to 20 minutes and competitors should ensure that they are in their correct location in good time.

#### **17. COUNTDOWNS**

For all races, the countdown will start at the 1 minute signal unless Championship Regulations specify a different procedure.

#### **18. SAFETY CAR**

The Clerk of the Course has the option to deploy a Safety Car for all qualifying and races. For qualifying the safety car will be deployed from the pit lane exit.

The safety car will hold at the exit of Turn 12 (Murrays), near the Pit Lane entrance, during the start of a race. It will stay here and be deployed from this location in the event of an incident at the start of the race. Once the field has cleared Turn 2 on the first lap, the Safety Car will then return to the Pit Lane and will be deployed from the Pit Lane Exit for the remainder of the session.

#### **19. LIVE SNATCH**

Cars may be removed from the gravel traps under local Yellow Flags/Lights.

Live Snatch will **not** be used for Monoposto Championship, Radical SR1 Cup and Heritage Formula Ford races.

#### **20. END OF PRACTICE AND RACE PROCEDURE**

At the end of each practice or race all cars must slow down after taking the Chequered Flag and leave the circuit by entering the Pit Lane and turning RIGHT into the Parc Fermé just beyond Race Control. Winners will proceed on foot to the Podium for presentations. All competitors will remain under Parc Fermé conditions until advised by the Scrutineers.

For races of time duration the Chequered Flag will be shown to the race leader the first time he passes the finish line after the time has elapsed unless specified otherwise in Championship Regulations.

#### **21. CONTROL FLAGS**

Control flags (Black/White, Black/Orange etc) with car numbers may be shown from the control line on drivers right at the line.

The same information may also be shown from electronic panels displayed alongside the start lights in addition to or as an alternative to the flags on the line.

#### **22. RED FLAGS**

Any category generating a Red Flag may be placed at the end of the programme subject to time remaining available.

#### **23. RESULTS**

All Practice Timesheets, Grids and Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

#### **24. JUDGES OF FACT**

**Judges** may be appointed in accordance with Motorsport UK Q18.

**Timekeepers:** To declare the individual lap times and the order in which the cars cross the timing line throughout the competition.

**Scrutineers:** In addition to the Championship/Series Eligibility Scrutineers, eligibility may be checked by a member of the MOTORSPORT UK Technical Commission, as listed in the MOTORSPORT UK Officials' Yearbook Appendix 8(e).

#### **25. Timing**

All competitors are required to use a AMB TranX 260 or AMB My Laps X2 either direct powered or battery transponder. Transponders can be purchased from TSL at [www.tsl-timing.com](http://www.tsl-timing.com) in advance of the meeting. **Transponders will be available for hire from TSL, this should be arranged prior to the race meeting.**

Competitors should supply the transponder number in advance of the event to their respective Race Series Coordinator or to MSVR ([simon.gp@msv.com](mailto:simon.gp@msv.com))

#### **25. Special Circuit Notices**

Please refer to Appendix A in the Supplementary Regulations for this race meeting. If you have any questions regarding these, please get in touch with a member of the MSVR team who will be happy to help you.

We wish you a safe and successful meeting.

**Tony Watts**

**Senior Clerk of the Course**

**David Willey**

**Secretary of the Meeting**

**Testing for this event can be booked via this link:**

<https://snetterton.msv.com/SN-19-Testing-07-26>



**MotorSport Vision Racing Race Meeting - Supplementary Regulations Issue ONE**

1. **MotorSport Vision Racing will organise a race meeting at Snetterton 300 Circuit on 27/28 July 2019.**

**Circuit length 3 miles/4.83 km, direction clockwise. FIA Grade: TWO**

**Races will be organised for the Races/Series/Championships listed below under the following Motorsport UK Permit Numbers:**

**Nat B:**

The Meeting will be under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, the Series/Championship Regulations of the Series/Championships (if applicable) in the list below and any written instructions issued for the event by the organisers. All timings will be confirmed in Final Instructions.

**2. ELIGIBLE CARS AND COMPETITORS AND ENTRIES**

| Race Title                | Max No of Starters | Competitors Licence Status | Permit     |
|---------------------------|--------------------|----------------------------|------------|
| Radical SR1 Cup           | 45                 | National B                 | National B |
| Porsche Club Championship | 45                 | National B                 | National B |
| Monoposto Championship    | 38                 | National B                 | National B |
| Heritage Formula Ford     | 38                 | National B                 | National B |
| MSVR Elise Trophy         | 45                 | National B                 | National B |
| 7 Race Series             | 45                 | National B                 | National B |
| GT Cup Championship       | 45                 | National B                 | National B |

3. **ELIGIBLE VEHICLES** - All vehicles must comply with Series/Championship Technical Regulations where appropriate.

4. **JUDGES** - The Judges of Fact will be published in an official bulletin in accordance with G10.2.

5. **ENTRIES** - Entries open on publication of these Regulations and close on Wednesday 24<sup>th</sup> July 2019. Entry fees and other detail are on the entry form.

Entry fees and passes issued will be in accordance with individual Series/Championship Regulations, where applicable or according to the entry forms. All personnel and vehicle passes will identify the team to which they are issued, and are issued on the condition that they are strictly not for resale. All passes remain the property of MSV/MSVR as applicable. Failure to comply with the above will be considered a breach of these Regulations and the conditions of admission of the landowner. Only vehicles with the relevant passes will be admitted to the paddock. No private cars will be allowed in the Paddock unless specifically authorised.

Entrants or their accredited representatives will be responsible for all persons concerned with their entry complying with these Regulations.

In addition to MOTORSPORT UK regulation D16, the Organisers reserve the right to refuse an entry at their discretion.

The number of starters permitted to start each race will be in accordance with the track licence.

MSVR reserve the right to cancel or amalgamate races if entries fall below 12.

MSVR reserve the right to accept entries from competitors holding a valid licence issued by any ASN.

**ENTRY FEES** - Any entry not accompanied by the correct entry fee is not a valid entry. Full refunds will be given for any cancellations received before midday on the Tuesday prior to a meeting. No refunds will be given for any cancellations received after this deadline, even if you have an accident in testing in the days leading up to the event.

**Refunds** - Unless otherwise stated in Series/Championship Regulations entry fees may be refunded to competitors who notify the organisers, in writing, before noon on the Tuesday prior to the event and return all paperwork and tickets to the Entry Secretary. A stamped addressed envelope must accompany returned paperwork and passes. Surplus entries practising in a single class race and failing to qualify - No refund. Nominated reserves who do not get a race will be considered for a refund and the amount will depend on the circumstances. NO REFUND will be payable after noon on the Tuesday prior to the meeting.

Competitors must be members of MSVR. Membership of MSVR is free of charge upon receipt of a valid race entry.

6. **SIGNING ON** - Signing on for all races will take place at the location specified in Final Instructions.

7. **DRIVER CHANGES** - Any application for change of driver or vehicle must be made in writing to the Secretary of the Meeting, in accordance with MOTORSPORT UK section D 25.1.12.

8. **SCRUTINEERING** - All vehicles must comply with Series/Championship Technical Regulations and the appropriate MOTORSPORT UK and Supplementary Regulations.

All competitors must present their cars for scrutineering at the place and times indicated in the Final Instructions. All cars must be available for inspection in a race ready state. No car may practice or race unless approved by the Scrutineers. Drivers must present racewear for inspection at this time. Entrants and Drivers must be present at scrutineering and sign the necessary indemnities at documentation.

Drivers must wear crash helmets and clothing as specified by FIA/MOTORSPORT UK Regulations during all practice sessions and races. These items must be available for scrutineering with the car.

Race numbers on cars must comply with MOTORSPORT UK J 4.

9. **TIMING** - All competitors are required to use an AMB TranX 260 or MYLAPS X2 transponder which can be either direct powered or battery.

10. **QUALIFICATION AND STARTS** - All drivers should complete a minimum of 3 laps and record a time in the appropriate session in accordance with the appropriate Series/Championship and Supplementary Regulations to qualify. Grid positions will be set in accordance with Q 12.9, except where amended by Series/Championship Regulations.

The Stewards of the Meeting may permit drivers of cars to start who have not reached the qualification minima providing they do not eliminate drivers who have qualified to start.

Grid formations and start procedures will be in accordance with the relevant Series/Championship and/or Supplementary Regulations. Judges of Fact will be appointed to determine false starts.

Pits assistance and refuelling will be in accordance with Series/Championship and/or Supplementary Regulations. Unless otherwise advise in Final Instructions or by Bulletin the mandatory speed limit of 60 kph will apply in the Pit Lane for all practice sessions and races.

The organisers will issue with the Final Instructions, specific Pit and Paddock Instructions and Fuel and Fire Regulations which will have the same force as these Regulations. Entrants must supply at least one fire extinguisher per car for their Paddock area.

11. **PENALTIES** – The Clerk of the Course may impose a Stop & Go or Drive Through penalty in accordance with MOTORSPORT UK regulation Q 12.6.
12. **AWARDS** - Prizes and awards will be in accordance with individual arrangements and Series/Championship Regulations.
13. **FINISH** - The end of the practice or race signal will be given at the finish line when the leading car completes the scheduled race distance or duration or any amended race distance or session.

After taking the chequered flag at the end of the practice sessions and races, competitors must exit the circuit in accordance with instructions which will be issued with the Final Instructions.

14. **PARC FERMÉ** - In addition to any Parc Fermé required for this Series/Championship by MOTORSPORT UK regulations, the Organisers may at their discretion specify as many Parc Fermé as may be deemed necessary for the proper conduct of the event.
15. **RESULTS** - Provisional results will be published, in accordance with regulations, as soon as possible after each race or at the end of the meeting and will be available from Race Administration. Provisional results will be published on the Official Notice Board
16. **COMPETITORS INSTRUCTIONS** - Any additional instructions published will be deemed to have the same power as these Regulations. Such additional instructions will be issued to competitors as official bulletins and displayed on the Official Notice Board.

Failure to attend the mandatory briefings for specific races may result in penalties in accordance with the appropriate Series/Championship and/or Supplementary Regulations.

The procedure for protests and appeals is in accordance with the 2019 MOTORSPORT UK Year Book Appendix C.

17. **TV / FILMING / VIDEO** - Should Filming of the event be advised in the Final Instructions then H 28 will apply. Video equipment must not be fitted to any vehicle without express permission from the circuit. Any driver/team transgressing this regulation may be penalised. Once permission has been obtained (if applicable) video equipment must be fitted to the vehicle prior to scrutiny and the scrutineer must be advised.
18. **SAFEGUARDING OFFICER** – The safeguarding officer for MSVR is Mr James Bolton King – [James.King@msv.com](mailto:James.King@msv.com).
19. **COMMERCIAL VEHICLES** - These Supplementary Regulations permit the use of commercial vehicles at this race meeting, in accordance with J.5.20.6.
20. **CHAMPIONSHIP POINTS** - Unless specified differently in Championship regulations, if a race is stopped and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance

In accordance with MSA General Regulation Q5.7 any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

## 21. IMPORTANT NOTICES TO ALL COMPETITORS

- a) Although at present starting positions are intended to be based upon the times set in the scheduled qualifying periods, the Organisers reserve the right to use GR provisions Q 4.5 and Q 12.9.1 to form grids if practice periods are disrupted by adverse weather conditions. In such circumstances re-arrangements will be notified to competitors by way of bulletins/PA announcements issued by the Clerk of the Course.
- b) False starts will be penalised in accordance with Q 12.4.
- c) All vehicles *must* be fitted with suitable towing eyes or in the case of single seaters, a clearly marked alternative to fit this purpose. *This will be checked at Scrutineering.*
- d) All competitors are reminded that except while on the course, no Competition Vehicle may be driven at a speed exceeding 10mph without the specific approval of the Clerk of the Course. Vehicles must not be test-run on any of the circuit roadways.
- e) Pit Lane – competitors must not exit the pit lane when the Red Light at the pit exit is illuminated.
- f) MSV/MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track or other areas in the venue.
- g) No child or young person below the age at which a driving licence may legally be issued, may ride a motor-cycle of any type within the circuit grounds or the paddock at any time.
- h) No pegs or stakes may be put into the Paddock Tarmac or concrete surface. No painting or decaling of Pit Garage floors, walls or doors may be undertaken without the prior permission of the Circuit Management.
- i) The Organisers may lead cars to the grid, from the Assembly Area, behind a Safety/Course Car to get grids formed up while the circuit may be partially blocked. In such circumstances competitors must be aware of and safely negotiate any partial blockage of the track.
- j) Should any race generate more than one red flag the organisers reserve the right to reschedule it to the end of the programme time permitting.
- k) All hospitality must be approved in writing in advance by MSV
- l) Any hospitality set-up that includes food for more than 50 people may be subject to a charge.
- m) A fine may be applied to any competitor that fails to clear the nominated areas in the times allotted.
- n) Please see Appendix A for Health & Safety information and other circuit notices.
- o) MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.
- p) In cases where variations permitted by MOTORSPORT UK are provided for in specific Championship Sporting & Technical regulations these SR's respect and allow those variations.
- q) The paddocks must be vacated by 00:00 hours on 28/07/19.

## 22. OFFICIALS OF THE MEETING

|   |     |
|---|-----|
| Motorsport UK Steward:  | tbn |
| Club Stewards:  | tbn |
| Event Director & Senior Clerk of the Course:                        | tbn |
| Secretary of the Meeting:   | tbn |
| Chief Timekeeper:   | tbn |
| Chief Scrutineer:   | tbn |
| Chief Medical Officer:  | tbn |
| Other Officials will be named in Final Instructions or by Bulletin. |     |

## Supplementary Regulations – Appendix A

### Notice to Competitors

It is forbidden to hammer pegs or stakes into any tarmac surface or deposit fuel, oil or chemical substances onto any tarmac surface in the paddock area. Any person damaging the surface may be excluded from the Event and the Competitor shall be subject to pay immediately liquidated damages of £1000.

No markings are to be made on the Circuit or paddock surfaces, the pit lane and pit garage floors.

Roadways and the firelanes in the paddock area are kept clear at all times. Any vehicle parked in these areas to be towed away.

All waste oil must be placed in the containers provided and all used tyres and fuel containers must be removed from the site for safe and legal disposal.

Competitors must not wash vehicles so as to cause an undue nuisance or partial flooding of the Venue or any part thereof.

If oil or any other substance likely to cause danger to others or to the track surface is being dropped from any vehicle the competitor must ensure that the vehicle is stopped immediately.

MSV may seek damages from the competitor in the event of an excessive cleaning-up operation caused through bad preparation or negligence.

All vehicles taking part in the Event must comply with the current noise limits imposed by the relevant Governing Body, as measured in accordance with the procedures contained in the Regulations.

#### 1. Storage and Use of Petroleum Spirit

1.1 A maximum of 25 litres of fuel can be stored inside each garage, at any one time.

1.2 All petroleum spirit must be stored in appropriate fuel containers complying with all relevant safety standards, away from any source of ignition.

1.3 All containers must be indelibly marked; "Petrol - Highly Flammable.

1.4 All empty containers must be removed from the venue after the event.

1.5 Generators should be powered by diesel and used in the open air.

1.6 Appropriate fire extinguishers must be readily accessible near any fuel store or refuelling activity.

1.7 Personnel must be trained and wear appropriate fire retardant personal protective equipment (PPE), before using petrol; especially when refuelling.

1.8 Vehicle refuelling is to take place in the open air where possible. If refuelling inside the garages all users must adhere to the 'Refuelling Hazard' signage displayed, as reproduced below;

1.8.1 Petroleum spirit – Highly flammable

1.8.2 No smoking and remove all ignition sources

1.8.3 Switch off engine

1.8.4 Open all doors and shutters – Good ventilation required

1.8.5 Check location of your nearest fire extinguisher

1.8.6 Maximum 25 litres of fuel stored in this garage

1.9 A no smoking ban and no ignition sources in the vicinity must be enforced by the person in charge of the refuelling process.

1.10 A vehicle must be cooled before refuelling.

1.11 Drivers and passengers must be outside a vehicle during refuelling and it's recommended all personnel stand a minimum 3m away.

1.12 When refuelling is in process a second person must be nearby, ready with a fire extinguisher.

1.13 Your attention is drawn to The Petroleum (Consolidation) Act 1928, The Petroleum (Consolidation) Regulations 2014, the Petroleum Spirit (Motor Vehicles) Regulations 1929, The Control of Substances Hazardous to Health Regulations 2002 (and amendments) and The Regulatory Reform (Fire Safety) Order 2005, must be complied with.

1.14 Participants are reminded that fuel is available for sale at the Venue. As such it is unnecessary for Participants to carry large quantities of fuel.

#### 2. Hazardous Substances

2.1 Some vehicle parts, for example brake and clutch linings may contain asbestos. Participants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.

2.2 Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.

2.3 Various other substances may cause disease or ill health even after very short exposures. Manufacturers guidance must always be followed. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request (Safety Data Sheets).

2.4 Personnel must be suitably trained and wear appropriate personal protective equipment (PPE), before using any COSHH substances.

2.5 The requirements of the Control of Substances Hazardous to Health Regulations 2002 (COSHH) (as amended) must be complied with.

#### 3. Electrical Safety

3.1 All portable electrical equipment must be maintained in a safe condition and hold a valid Portable Appliance Test (PAT) Certificate.

3.2 Cables should be flexible (not of semi rigid type used for household wiring) and covered by matting when crossing walkways or fire lanes. Neoprene covered cable will resist damage by oil.

3.3 All electrical equipment to be used externally should be weatherproof.

3.4 Only British Standard UK plugs or adaptors permitted in site sockets, no overloading of circuits, particularly in the pit garages.

3.5 Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against electric shock.

3.6 Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.

3.7 The Electricity at Work Regulations 1989 must be complied with, or any deviations documented.

#### 4. Fire Precautions

4.1 Smoking is prohibited in all enclosed areas, including without limitation in the pit garages and in the pit lane. Smoking is also prohibited in all MSV vehicles.

4.2 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.

4.3 Barbecues and cooking equipment are prohibited in pit areas, including garages.

4.4 Fire extinguishers must be annually serviced or inspected, with the date displayed on the bottle, for checking.

4.5 Temporary structures to have; an adequate gap separating them from other structures, recommend minimum 3 meters; clearly displayed fire extinguishers next to each fire exit door and clearly visible fire exit signage above each fire door.

4.6 Fire lanes, roadways and hatch markings to be kept clear at all times.

4.7 Ensure safe access and egress is available in and around team areas, this includes the provision of adequate lighting levels for evacuation purposes.

4.8 Catering outlets should hold a minimum of one fire blanket and an additional appropriate fire extinguisher.

4.9 Fire extinguishers should not be removed from any fire points unless they are to be used on a fire.

4.10 All fires must be reported immediately to an official, marshal or other member of staff, even if extinguished.

4.11 Personnel must be trained in the correct use of fire extinguishers.

4.12 MSV permission is required before hot works commence on site.

4.13 All fire notices and orders to evacuate must be complied with.

4.14 The requirements of the Regulatory Reform (Fire Safety) Order 2005 must be complied with.

#### 5. Working at Height

5.1 Personnel are encouraged to work at ground level where at all possible.

5.2 Personnel working at height must be protected from falling eg. trained using harnesses and ropes, or handrails.

5.3 All working at height must be well planned and supervised with safe systems of work followed.

5.4 Reassess working at height safe working practices during adverse weather conditions.

5.5 No one should work underneath those working at height.

5.6 Appropriate non-slip footwear and personal protective equipment to be worn.

5.7 No one is permitted to spectate from a truck roof, tail lift, generator, waste bin, or other infrastructure on site.

5.8 Manufacturer's guidance to be followed when using ladders, step ladders and all working at height equipment.

5.9 Domestic ladders or step ladders must not be used on site, only commercial ladders and step ladders.

5.10 All ladders, step ladders and any equipment must be checked for damage and removed from use where faulty.

5.11 The Working at Heights Regulations 2005 must be adhered to.

#### 6. Vehicle Safety

6.1 A maximum 10 mph speed limit is in force on site for all vehicles, including bicycles, where permitted.

6.2 Public (and children) are permitted in working paddock areas, therefore drivers/riders must take extra care in these tight localised areas.

6.3 Venue signage must be adhered to.

6.4 All vehicles ridden or driven on site must be road worthy and covered by a valid third-party insurance (including when riding all mopeds, scooters and quad-bikes).

6.5 All personnel using vehicles on site must hold the relevant current UK driving license (or equivalent).

6.6 Helmets must be worn by those riding scooters and mopeds outside the paddock and pits. It is MSV's recommendation that helmets are worn at all times riding around site.



- 6.7 All vehicles must at all times, keep to the marked roads when moving around the Venue.
- 6.8 Tail lifts must never be left in the middle position; they must either be fully lowered or closed after loading/unloading.
- 6.9 Children are not permitted to ride scooters at any time, or be carried as passengers.
- 6.10 Mobile phones must not be used whilst riding or driving.
- 6.11 Keys must be removed from the ignition of all vehicles when parked or not in use.
- 6.12 Riders or passengers on scooters or motorbikes must not carry unsecured loads.
- 6.13 Hover-boards, electric balance boards or equivalent (non road legal) electric scooters are prohibited from site (disabled blue badge holders may be permitted to ride electric vehicles to aid access, with MSV permission).
- 6.14 Vehicles must be driven or ridden as per manufacturers instructions and with the set amount of passengers. (Eg. A 2 seat buggy must not carry more than 1 passenger with the driver – no standing on the back).
- 6.15 Breaches to this guidance may result in vehicle keys being taken and vehicles confiscated until teams leave site.

#### **7. Compressed Gas Equipment**

- 7.1 Explosions from over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- 7.2 All airlines should be in good condition, well maintained and be inspected regularly.
- 7.3 Always stand clear when inflating tyres and wear protective eye wear.
- 7.4 Compressed gas equipment to be used by well trained personnel only, no under 16 year olds. Any form of horseplay involving compressed air or gas is prohibited.
- 7.5 Compressed gas cylinders should be stored safely, in a well ventilated, upright positions, in accordance with the relevant working practices and legislation.
- 7.6 The requirements of the Pressure Systems Safety Regulations 2000 must be complied with on site.

#### **8. Jacks and Axle Stands**

- 8.1 Vehicles should only be raised and lifted on jacks and supported by axle stands which are in good condition, well maintained and rated to lift the vehicle weight safely.
- 8.2 Jack vehicles only on level undamaged ground.
- 8.3 Use the hand brake and chocks to stop the vehicle moving.
- 8.4 Vehicle engines should not be run whilst the weight of the vehicle is supported.
- 8.5 Follow manufacturer's guidance for using and maintaining equipment. Thorough examinations and testing is required every 6 months, with regular inspections and checks when used.
- 8.6 Lifting Operations and Equipment Regulations 1998 (LOLER), and Provision and Use of Work Equipment Regulations 1998 (PUWER), must be adhered to.

#### **9. General Working Practices**

- 9.1 All working areas should be kept clean and tidy and any waste should be removed regularly and placed in the containers provided.
- 9.2 All spillages should be cleaned up immediately.
- 9.3 All trailing cables, wires and hoses should not be allowed to create a trip hazard - use cable matting, or tape down safely, burying of cables is not permitted.
- 9.4 Whenever vehicle engines are being run, adequate ventilation must be ensured.
- 9.5 Pathways and roads should not be obstructed by storage boxes, vehicles or kit.
- 9.6 All site safety notices must be complied with.
- 9.7 Any person carrying out any work must ensure that they adopt safe working practices at all times, and comply with any relevant statutory provision and/or published guidance.
- 9.8 Personnel under the age of 16 are not allowed in the pits area or pit lane.
- 9.9 Drones are prohibited from site (unless flown by a professional operator with CAA permission, insurance and pre-authorisation paperwork signed by the Circuit Manager).

#### **10. Noise**

- 10.1 Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- 10.2 All personnel should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
- 10.3 It is recommended ear protection is worn when working in pits lanes and in pit garages, where particularly high levels of noise are recorded.
- 10.4 Where any person is at work the requirements of the Noise at Work Regulations 2005, must be complied with.

#### **11. Manual Handling of Loads**

- 11.1 Lifting, carrying and propelling loads by bodily force can be a major cause of injuries. Personnel are required to train their staff in safe manual handling techniques.
- 11.2 All manual handling lifting should be well planned and safe, with the weight of loads being lifted known.
- 11.3 Where any person is at work the requirements of the Manual Handling Operations Regulations 1992 must be complied with.

#### **12. Waste**

- 12.1 All waste oil must be placed in the containers marked "waste oil."
- 12.2 Waste tyres and empty petrol/oil containers should not be left at the Venue.
- 12.3 Personnel are urged to take any other form of waste with them when they leave the Venue, or to place it in the refuse containers provided.
- 12.4 Your attention is drawn to the requirements of the Environmental Protection Act 1990.

#### **13. First Aid**

- 13.1 Any person sustaining an injury or feeling unwell should seek treatment from the onsite emergency services.
- 13.2 To call the first aid or emergency services contact any official or member of the venue management.

#### **14. Public Safety**

- 14.1 Personnel should be aware that the Paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- 14.2 Personnel should exercise particular caution when the paddock is busy and during pits and track walkabouts.

#### **15. Incident Reporting**

- 15.1 All accidents where any person sustains injury, or where damage to property occurs, must be reported immediately to an official or a member of the venue management.

#### **16. Temporary Structures**

- 16.1 All temporary structures must be constructed as per manufacturer's instructions, adhering to safe method statements, risk assessments and safe working practices, by competent, well trained personnel only.
- 16.2 Structural plans and weight loading calculations must be known and adhered to during build and breakdown activities.
- 16.3 Emergency procedures to be devised and staff trained on them eg. how and when to close a structure down safely in high winds.
- 16.4 Competent supervisor to sign-off the structure before it is used by members of the public or MSV staff.

#### **17. Track Regulations and Governing Bodies Regulations**

- 17.1 Participants and Competitors are reminded of their obligations to comply with the requirements of the appropriate Track Regulations or Governing Body's regulations at all times. These Guidance Notes should be read.



## Season Briefing 2019

### 1. Drugs: ANTI-DOPING

**MOTORSPORT UK believes that competitors have the right to compete in a fair and – so far as possible – safe environment.**

MOTORSPORT UK operates an anti-doping programme in conjunction with UK Anti-Doping (UKAD). UKAD work in collaborating to protect NGBs from doping and ensuring that National Governing Bodies such as MOTORSPORT UK are compliant with the World Anti-Doping Agency (WADA) Code.

All competitors are solely responsible for any banned substance they use, attempt to use, or which is found in their system, regardless of how it got there and whether or not there was an intention to cheat.

#### **Banned substances can be found in any of the following categories:**

Prescribed medicines

Over-the-counter medicines

Recreational drugs

Performance-enhancing drugs

If you are unsure about any medicines or substances you are taking, please visit

<http://www.globaldro.com/UK/search>

#### **The Consequences**

Any competitor caught doping can expect the following:

A ban from ALL sport for a period of time. This includes: Competing, officiating, training and assisting an athlete

You will be unable to compete in any MOTORSPORT UK competitions

You will not be able to train in a MOTORSPORT UK approved centre for example affiliated club, funded gym, funded facility

You will not be able to receive any sports related funding

You may lose previous medals, titles and records

The ban affects your participation in ALL sport under the WADA banner

#### **Report Doping**

It is vital that you report anyone who you believe is doping. If you think someone may be doping then contact UKAD – go to <https://www.ukad.org.uk/our-organisation/what-we-do/report-doping/> or call 08000 32 23 32.

- Remember that doping control can be carried out at any race meeting unannounced.

### 2. Social Media - MOTORSPORT UK have a strict policy regarding the use of Social Media.

<https://www.motorsportuk.org/assets/msasocialmediaguidelines-6.pdf>

#### **General Guidance**

- Don't write something that you wouldn't be prepared to say to someone.
- When posting on a social media website, assume that anybody can access that post.
- Check the privacy settings of your social media accounts. These settings determine the extent to which the information you share is publicly accessible.
- Determine whether you are participating in a personal or official capacity and consider whether your opinions and activity are appropriate in that context.
- Never share personal details such as home addresses and telephone numbers except with people that you know and trust, in which case it is advisable only to share such details via private messages.
- Remember that participating in social media results in your comments being permanently available and open to being re-published by other media outlets. It should be assumed that anything published in social media will remain available indefinitely, even if it is deleted from the original site.
- Respect confidentiality, stay within the legal framework and be aware that safeguarding, libel, slander, copyright and data protection laws apply.





- Be aware that your interaction with social media may attract interest from the wider media, so proceed with caution whether you are participating in an official or personal capacity.
  - Never use social media to insult anyone directly or indirectly.
  - MOTORSPORT UK Members who hold a position of trust and/or responsibility over young people (ie those under 18 years of age) in the course of their duties should be very careful when interacting with those young people via social media.
  - Beware the temptation to use the 'perceived' anonymity offered by some online portals to post unacceptable comments about events or individuals.
  - You should be mindful at all times that MOTORSPORT UK regulations and UK law continue to be applicable in the online environment.
3. Know when and where to sign on. If you want an upgrade signature give your upgrade card to the staff when you sign on. Pick the card up at the end of the day. Know the time and location of the **drivers briefing** and be there on time! You can be fined for non-attendance.
4. Have your helmet and all racewear ready for inspection when the car is scrutineered.
5. Be familiar with the procedures for **Protests and Appeals**. It's all in Section C of the MOTORSPORT UK Year Book. There are strict time limits and the costs of Protests and Appeals are in Appendix 1 of the Year Book. MSVR officials (in Race Administration) will give you the correct forms but cannot give you any advice.
6. **Behaviour** – remember that abusive language or behaviour, physical assault, or threats of physical assault are all offences under the general regulations not only by you but by everybody associated with your entry.
7. **Procedures** for Qualifying and Racing will vary from event to event. Make sure you know where you have to be and understand the correct procedure. Be in the right place at the right time! If you have a problem, let your coordinator know.
8. **Race Standing Starts:** Generally, start countdown will commence at the 1 minute signal followed by 30 seconds and then the Green Flag will be displayed for the start of **one Green Flag lap**. Please complete this full lap of the circuit at a sensible speed – approx 4 minutes. Remember, if you have a problem on this lap and fall to the back you cannot take your grid position and must stay at the back.
- On returning to the grid, when all cars are in position, the 5 second board will be shown. 5 seconds later the Red Lights will ALL be switched on. When the Red Lights are extinguished the start is given. The start lights are mounted on the gantry.
9. **Practice starts** can only be carried out at the pit lane exit. When leaving the pit lane be prepared for a car to be stopped in this area. Do not stop on the track to practice your start or when approaching the starting grid where there will be other cars and, probably marshals.
10. **Race Rolling Starts:** Cars will assemble on the grid in 2x2 grid formation. When signalled to do so cars will set off on a lap of the circuit behind a Pace Car with Yellow Lights flashing on the roof (outside the UK the roof lights may not be used). From the time when the lights are extinguished (or at a point indicated at the briefing) there should be no more changes of direction (zig-zagging) or acceleration or deceleration. When the Pace Car pulls into the pit lane, the pole position car will maintain a constant pace with cars passing over the grid boxes in 2x2 formation. The start is given when the Red Lights are switched off. Some races will permit passing as soon as the Red Lights go out while others do not allow passing until the start line itself. Remember, if you have a problem on this lap and fall to the back you cannot take your grid position and must stay at the back.
11. **In exceptional circumstances the race may be started behind the Safety Car.**  
In this case its flashing yellow/amber lights will be turned on at the one-minute signal.  
This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown.



When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.

Racing can commence when the GREEN flag is shown on the line after the Safety Car has pulled off. AT the end of a Safety Car period you can't overtake another car until you pass the Green Flag AT THE CONTROL LINE.

**12. Track limits:** You need to be aware of the track limit regulations and comply with them.

### MOTORSPORT UK Regulation Q14.4.2.

Drivers must use the track at all times and may not leave the track without a justifiable reason.

For the avoidance of doubt:

- The white lines defining the track edges are considered to be part of the track.
- A driver will be judged to have left the track if any wheel of the car either goes beyond the back edge of any kerb or goes beyond the white line where there is no kerb.

Note that Motorsport UK Regulation Q14.4.4 states: 14.4.4. Causing a collision, repetition of serious mistakes or **the appearance of a lack of control over the car (such as leaving the track)** will be reported to the Clerk of Course and **may entail the imposition of penalties** up to and including the disqualification of any driver concerned.



**13. Flag signals:**

### MOTORSPORT UK Regulation Q15.1

e) **Yellow flag – Waved:** Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) **Yellow flag – Double Waved:** Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector.

For the safety of the marshals, please respect them.

**RED Flag:** Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

**Blue Flags:** Please watch for Blue Flags. The onus is on the faster car to pass safely and the slower car should not suddenly change direction.

Be familiar with control flags that may be shown on the control line.

**14. Contact:** Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.



15. **Excessive and aggressive defending** will not be tolerated. MOTORSPORT UK Regulations state "In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner".
16. Please respect the **blend line** at the Pit Exit. Do not cross it when leaving the pit lane. Remember that most pit lanes have a speed limit of 60 km/h.
17. **Control Flags:** Control flags (Black/White, Black/Orange etc) with car numbers will normally be shown at the line. **Know where the position is and understand what the different signals mean and comply with them.**
18. **Safety Car:** be familiar with the Safety Car regulations. When you see the Safety Car (SC) boards & flags you should slow down progressively, cease racing and no overtaking. while at the same time closing the gaps. The aim is for the leader and all cars to be bunched together at around a 5 car gap to each other. The leader, on seeing the flags & boards should try to open a gap to the car in front so that, when it joins the track, the Safety Car can do so safely. During a Safety Car you can't pass other cars and should keep up with the cars in front of you. Don't leave big gaps. AT the end of a Safety Car period you can't overtake another car until you pass the Green Flag AT THE CONTROL LINE. Once the lights on the Safety Car are extinguished there must be no sudden acceleration/deceleration or 'zig-zagging'.
- In certain circumstances the Safety Car (with its lights on) may drive through the pit lane with the competing cars following behind it (for instance if there is an incident on the start / finish straight).
19. If you leave the circuit and are not able to continue please **communicate with the marshals** and comply with their instructions. If you are able please leave the car as quickly as possible and get to a place of safety behind the barriers. You may be requested to assist if the car is a straight tow.
20. There is normally a **Parc Ferme** and after the Chequered Flag your car needs to be there. Members of your team are not allowed in the Parc Ferme.
21. When not on the track there is a speed limit of 10 mph.
22. Know your responsibilities if you injure a marshal, official or spectator. See Motorsport UK Yearbook regulation H33.1.7.
23. **AT ALL TIMES** drive within the limit of your capability and that of the car. Be AWARE of what is happening around you. Give each other racing room. There is only one 'racing line' and that is when yours is the only car on track. Do not attempt overtaking manoeuvres that are marginal and likely to result in contact.
24. **RESPECT** your competitors, marshals and officials.

Wishing you all a very enjoyable and safe season.

**Terry Scannell**  
**Clerk of Course**



**THINK SAFETY**

# 2019 SAFETY BULLETIN

This safety bulletin supports MSV Site Safety Rules; Club issued Supplementary Regulations and Final Instructions.

## 1. VEHICLES + BUGGIES + QUADS

- All vehicles driven on site must be insured
- Maximum speed of 10mph around site

**NO scooters or push bikes are permitted on site (unless authorised)**



## 2. SAFE BUGGY & QUAD USE

- No children/babies as passengers
- Only drive if you hold a valid road license
- No leaving keys in ignition

- No mobile phones/eating/drinking whilst driving
- Only carry passengers if a suitable seat is available



## 3. WORKING AT HEIGHT

**Never stand on a roof without protection from falling**

- Put up secure side railings/barriers
- Use a clipped on safety harness
- Use a secured step/ladder (not a domestic ladder)
- Ensure your step/ladder is not damaged - do not use if faulty



NO DOMESTIC LADDERS

## 4. SPECTATING

- Not from tail lifts/truck roofs/trailer roofs
- Not from venue infrastructure e.g. waste bins, fencing or generators



## 5. CHILDREN IN THE PADDOCKS

- Must not play games in the paddock
- No ball games or bicycles
- No push scooters/hoverboards or skateboards
- Children must be supervised at all times

**Please move outside the working paddocks to play games**



No skateboarding  
No bicycles  
No ball games



## 6. HOT WORKS AND FUEL

- No hot works including welding on site
- Keep fuel storage to a minimum and in a safe location
- Keep fuel away from ignition sources
- No smoking near refuelling areas
- Keep a fire extinguisher close by
- Refuel when engine is turned off and cooled (except endurance races - extra precautions)



## 7. CABLES AND TAIL-LIFTS

- Cover cables with matting or tape down flat
- Tail lifts should not be left unattended at the half-way point



NO TRAILING CABLES



**Thank you. We appreciate your co-operation.**



# Snetterton venue map

Snetterton Circuit, Norwich, Norfolk, NR16 2JU

| Map Key              |                      |
|----------------------|----------------------|
| Parking              | Circuit Office       |
| Toilets              | Tyrrell's Restaurant |
| Refreshments         | Hospitality          |
| First Aid            | Pit Garages          |
| Fuel                 | Race Control         |
| Information          | Scrutineering        |
| Footpaths            | Timekeeper's Centre  |
| Raised Viewing Banks | Adventure Playground |

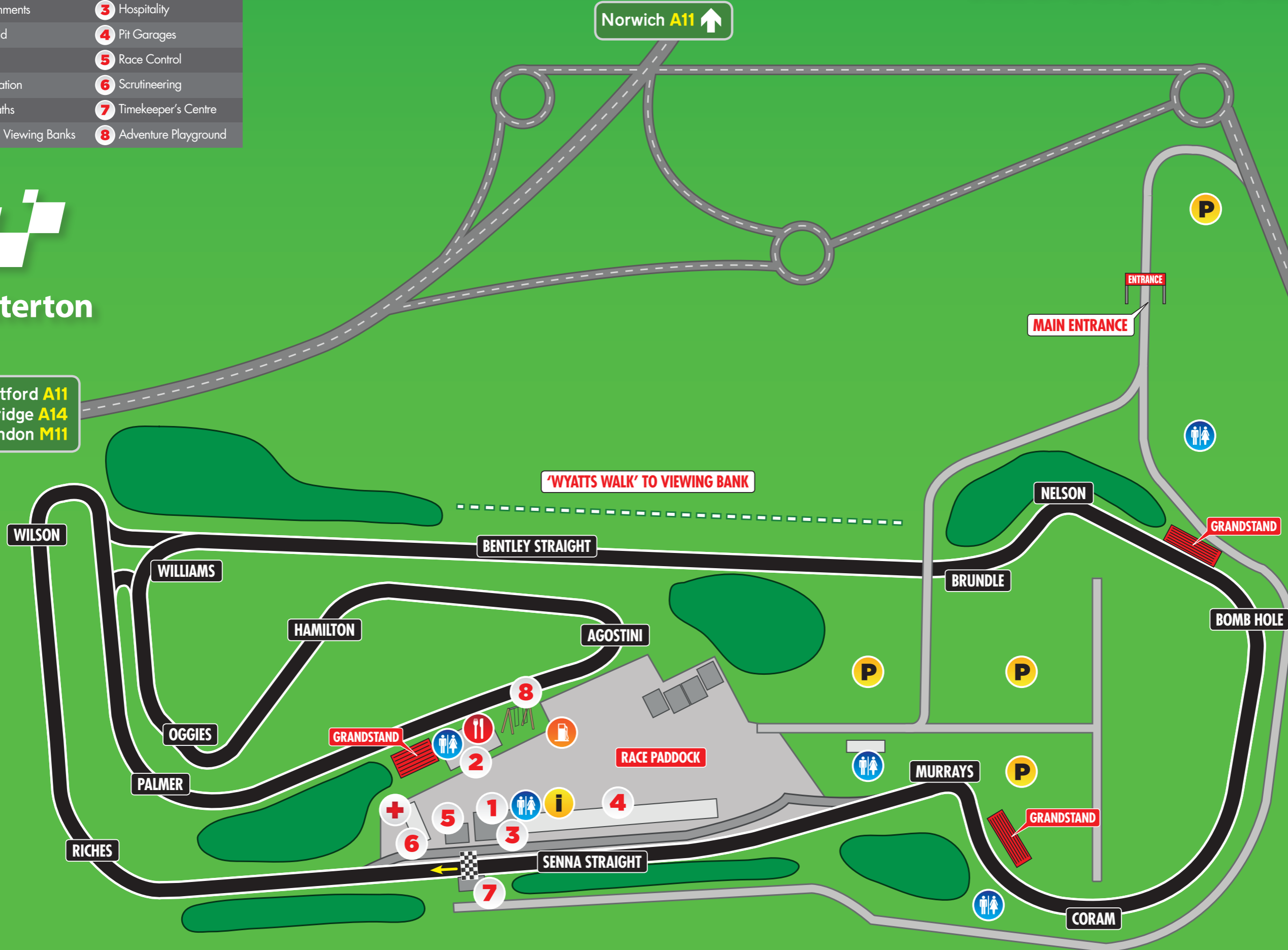


## Snetterton

Thetford **A11**  
Cambridge **A14**  
London **M11**

Norwich **A11** ↑

East Harling ↓



'WYATTS WALK' TO VIEWING BANK

MAIN ENTRANCE

ENTRANCE

GRANDSTAND

NELSON

BRUNDLE

BOMB HOLE

AGOSTINI

BENTLEY STRAIGHT

MURRAYS

GRANDSTAND

CORAM

SENNA STRAIGHT

RACE PADDOCK

GRANDSTAND

PALMER

OGGIES

HAMILTON

WILLIAMS

WILSON