MSVR Race Meeting - Supplementary Regulations Issue ONE

1. MotorSport Vision Racing will organise a race meeting at Silverstone National Circuit on 12/13 May 2012.

Circuit length 1.640 miles, direction clockwise. **FIA Grade: ONE**

Races will be organised for the Races / Series/Championships listed below under the following Motor Sports Association Permit Numbers:

Nat B: **This event is/is not NEAFP permitted**

The Meeting will be under the General Regulations of the Motor Sports Association (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	Licence Status
Golf GTi	40	Nat B
Monoposto	36	Nat B
Project 8 Racing Saloons	40	Nat B
Radical Clubman's Cup	36	Nat B
GT Cup	40	Nat B
F3 Cup	36	Nat A
VAG Trophy	40	Nat B
Club MSV Team Trophy	40	Nat B
Marangoni Production BMW Championship	40	Nat B

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

4. JUDGES - The Judges of Fact will be the Judges, Timekeepers, Observers, Flag Marshals, Scrutineers & Technical Commissioners. Starting Judges to declare any false starts or other infringements. Finishing Judges to declare the order in which the cars cross the finish line when the end of the race is given or the scheduled race distance is completed by the winner. Timekeepers to declare the individual lap times and the order in which the cars cross the timing line throughout the competition. Observers to declare any infringements affecting safety or any infringement & Flag Marshals of the signals prescribed in Appendix H of the International Sporting Code. To report all incidents or accidents which might occur along the section of road entrusted to their care. Scrutineers & Tech Commission to declare any infringement of Vehicle safety and eligibility.

5. ENTRIES - Entries open on publication of these Regulations and close on 9 May 2012. 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 MSA D 16, 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. We will accept race entries up to midday on the Tuesday prior to a meeting. Any entries received after this deadline will be subject to a £25 late entry fee. The final deadline for late entries is noon on the Thursday before the event NO entries will be accepted after this time. 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. Late entries will be accepted at the discretion of the Secretary of the Meeting for an additional charge of £25. N.B. Where a late entry is accepted the organisers may not be in a position to issue the full complement of passes, these may have to be purchased from the circuit. Bank charges for unpaid cheques etc. will be passed on to the competitor by the Club at the rate of £25 per transaction.

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 MSA D 25.1.12.

8. SCRUTINEERING - All vehicles must comply with Series/Championship Technical Regulations and the appropriate MSA 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 & MSA Regulations during all practice sessions and races. These items must be available for scrutineering with the car.

Race numbers on cars must comply with MSA J 4.

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

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. A 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 MSA 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 MSA 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 2012 MSA 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. **CHILD PROTECTION OFFICER** – The Child Protection Officer for MSVR is Mr David Willey – david.willey@motorsportvision.co.uk.

19. **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) 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.
g) 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.
h) 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.
i) 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.
j) All hospitality must be approved in writing in advance by MSV
k) Any hospitality set-up that includes food for more than 50 people may be subject to a charge.
l) A fine may be applied to any competitor that fails to clear the nominated areas in the times allotted.
m) Please see Appendix A for Health & Safety information and other circuit notices.
n) MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.
o) The paddocks must be vacated by 21:00 hours on 13 May 2012.

OFFICIALS OF THE MEETING

MSA Steward:	tbn
Club Stewards:	tbn
Event Director & Senior Clerk of the Course:	tbn
Secretary of the Meeting:	Alex Shaw
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

i) All petroleum spirit must be stored in metal containers complying with the relevant British Standard, away from any source of ignition.
ii) All containers must be indelibly marked “Petroleum Spirit - Highly Flammable.”
iii) All empty containers must be removed from the Venue after the Event.
iv) Petrol is to be used as a fuel only, and not for any other purpose.
v) All vehicle refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.
vi) Your attention is drawn to the Petroleum (Consolidation) Act 1928, and the Petroleum Spirit (Motor Vehicles) Regulations 1929.
vii) Competitors and entrants are reminded that fuel is available for sale at the Venue. As such it is unnecessary for competitors to carry large quantities of fuel inside vehicles.

2 Hazardous Substances

i) Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants 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.
ii)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.
iii) Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request.
iv) Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 1988, must be complied with.
v) The Promoter Regulations must always be complied with when selecting vehicle parts.

3 Electrical Safety

i) All electrical equipment must be maintained in a safe condition.
ii)Extension leads cables should be flexible and not of semi rigid cable of the type used for household wiring and covered by matting. Neoprene covered cable will resist damage by oil.
iii) All electrical equipment to be used externally should be weatherproof.
iv) Hand tools should preferably be of the “double insulated” or “all insulated” type, as these provide valuable protection against electric shock.
v) 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.
vi) Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4 Fire Precautions

i) Smoking is prohibited in all pit garages and in the pit lane.
ii)All potential sources of ignition should be kept away from petroleum spirit and vapours.
iii) The lighting of barbecues is prohibited in the paddock and pits area and cooking is not permitted in the pit garages.
iv) All teams should carry a suitable fire extinguisher in accordance with the relevant Governing Body’s regulations.
v) Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
vi) All fires must be reported immediately to an official or member of the Venue management.
vii) Teams are encouraged to train their members in the correct use of fire extinguishers.
viii) All fire notices and orders to evacuate must be complied with.

5 Compressed Gas Equipment

i) Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
ii)All airlines should be in good condition and be inspected regularly.
iii) Always stand clear when inflating tyres.
iv) Any form of horseplay involving compressed air or gas is prohibited.
v) Compressed gas cylinders should be stored in accordance with the relevant working practices.
vi) Where any person is at work the requirements of the Pressure Systems and Transportable Gas Containers Regulations 1989, must be complied with.

6 Jacks and Axle Stands

i) Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicle weight safely.
ii)Jack vehicles only on level undamaged floors.
iii) Use the hand brake and /or chocks to stop the vehicle moving.
iv) Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
v) Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands

7 General Working Practices

i) All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
ii)All spillages should be cleaned up immediately.
iii) All trailing wires and hoses should not be allowed to create a trip hazard.
iv) Whenever vehicle engines are being run, adequate ventilation must be ensured.
v) All safety notices must be complied with.
vi) 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.
vii) Persons under the age of 16 are not allowed in the pits area or pit lane.

8 Noise

i) Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
ii)All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
iii) Where any person is at work the requirements of the Noise at Work Regulations 1989, must be complied with.

9 Manual Handling of Loads

i) Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.
ii)Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

10 Waste

i) All waste oil must be placed in the containers marked “waste oil.”
ii) Waste tyres and empty petrol/oil containers should not be left at the Venue.
iii) Teams and competitors 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.
iv) MSV may seek damages from the competitor in the event of an excessive cleaning-up operation caused through bad preparation or negligence.
v) Your attention is drawn to the requirements of the Environmental Protection Act 1990,

11 Vehicle Safety

i) A 10 mph speed limit is in force in all public areas, including paddocks and service roads at all of the venues. This applies to all vehicles, including moped and motorcycles, with the exception of emergency vehicles attending an incident.
ii)Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving licence or its international equivalent.
iii) Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle licence or its international equivalent.
iv) Any motorcycle, moped, scooter or other such bike/trike/quad must be ridden with all due care, the rider must have an appropriate safety helmet, and the vehicle must be road-legal, taxed and insured. There will be no access outside the Paddock Area.
v) All vehicles must at all times keep to the marked roads when moving around the Venue.

12 First Aid

i) Any person sustaining an injury or feeling unwell should seek treatment from the on site emergency services.
ii)To call the first aid or emergency services contact any official or member of the venue management.

13 Public Safety

i) Competitors and entrants 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
ii)Competitors and entrants should exercise particular caution when the paddock is busy, and during pits and track walkabouts.

14 Incident Reporting

i) 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.

15 Governing Body Regulations

i) Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate Governing Body’s regulations at all times and these Guidance Notes should be read in conjunction with all other relevant regulations.