

MONO **CHAMPIONSHIP**

ENTRY PACK

Rounds 10 & 11
26th – 27th August 2017

Snetterton 300
Norwich, NR16 2JU

Enclosed:

- Final Instructions
- Supplementary Regulations
- Paddock Plan
- Timetable
- Entry List
- Site Map

Thank you for entering Rounds 10 & 11 of the Monoposto Championship to be held at Snetterton, we will be using the 3 mile long 300 circuit for this meeting. This meeting will use the twin header format. There will be one qualifying and one race per grid per day.

Please find enclosed in this entry pack all of the information that you need for the meeting. You should have already received your permanent passes for the year, along with your parking passes and membership card in the post.

The Mono Hub will be located in the JMT Awning 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. There are some items available to purchase from the Mono Hub for your convenience, including rain lights, race numbers, novice stickers and statutory stickers (extinguisher, cut off etc). You can also order Monoposto merchandise from the Hub.

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

Drivers' Briefing:

We will be holding one drivers' briefing after qualifying for both grids at 12.30 in the Briefing Room above the circuit office (via the stairway closest to the Race Control building).

Any drivers who have not competed at Snetterton before, please make yourself known to Terry Scannell who is the Clerk of the Course and he will talk to you separately before qualifying.

Parking Arrangements:

MSVR's parking marshal, Stephen Green, will be at Snetterton on Thursday, Friday and Saturday to aid with parking up, as will Rachel Lovett. The paddock will be available to access from 6pm on Thursday and the gates are open overnight.

Space is tight at Snetterton, so please be considerate with parking and arrange your rig to make best use of the space available. All non-working vehicles/trailers should be parked out of the way. There is a competitor trailer park where all support vehicles and trailers can be parked.

Members' Discussion Forum:

We will be holding a drivers meeting/discussion forum at on Saturday 26th August at 6.30pm in the briefing room. We will be discussing a range of topics; including, but not limited to: Views on Race Format (1 Q/3 Races or 2 Q/2 Races), Driving Standards, Class Structure, Specifications & Grids, Which circuits should we target & Is there interest in a European Round? All Monoposto members are entitled to attend and we would encourage you to come along.

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

**BRDC British F3 Championships
Snetterton 300
26th/27th August 2017
Issue ONE**

Saturday													
Championship	Session	Event	Mins	Down Time	Start	Finish	sign on	at	scrutineer	at	briefing	at	
MSVT Trackday Championship	1	Qualifying	00:30	00:10	09:00	09:30	07:00	Race Admin	07:15	Scrut Bay	08:00	Briefing Room	
Radical Challenge Championship	2	Qualifying	00:25	00:10	09:40	10:05	07:30	Race Centre	07:45	In Situ	08:30	Race Centre	
Monoposto F3, 2000, FR2000 and Classic 2000	3	Qualifying	00:15	00:10	10:15	10:30	08:00	Race Admin	08:15	Scrut Bay	TBC	Briefing Room	
BRDC British F3 Championship	4	Qualifying	00:30	00:10	10:40	11:10	08:30	Race Admin	08:45	In situ	09:30	Briefing Room	
Monoposto 1800, 1600, Moto 1400 and Moto 1000	5	Qualifying	00:15	00:10	11:20	11:35	09:00	Race Admin	09:15	Scrut Bay	TBC	Briefing Room	
Radical Challenge Championship	6	Race 1	00:20		11:45	12:05							
Lunch			00:50		12:05	12:55							
MSVT Trackday Championship	7	Race 2	00:45	00:15	12:55	13:40							
Radical Challenge Championship	8	Race 3	00:20	00:15	13:55	14:15							
BRDC British F3 Championship	9	Race 4	00:20	00:15	14:30	14:50							
Monoposto F3, 2000, FR2000 and Classic 2000	10	Race 5	00:15	00:15	15:05	15:20							
7 Race Series	11	Practice	00:30	00:15	15:35	16:05	13:30	Race Admin	14:00	Garages	14:30	Briefing Room	
Monoposto 1800, 1600, Moto 1400 and Moto 1000	12	Race 6	00:15	00:15	16:20	16:35							
Radical Challenge Championship	13	Race 7	00:40		16:50	17:30							
Pit Garages: 7 Race Series													
<p>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.</p>													



Snetterton

All competitors are invited to sign on at Race Administration between 15:00 & 17:30 on Friday 25th August.

**BRDC British F3 Championships
Snetterton 300
26th/27th August 2017
Issue ONE**

Sunday												
Championship	Session	Event	Mins	Down Time	Start	Finish	sign on	at	scrutineer	at	briefing	at
Radical SR1 Cup	14	Qualifying	00:20	00:10	09:00	09:20	07:00	Race Centre	07:15	In Situ	08:00	Briefing Room
Monoposto F3, 2000, FR2000 and Classic 2000	15	Qualifying	00:15	00:15	09:30	09:45						
Sports 2000	16	Qualifying	00:15	00:10	10:00	10:15	07:30	Race Admin	07:45	Scut Bay	08:30	Briefing Room
Monoposto 1800, 1600, Moto 1400 and Moto 1000	17	Qualifying	00:15	00:15	10:25	10:40						
7 Race Series	18	Qualifying	00:30	00:15	10:55	11:25						
BRDC British F3 Championship	19	Race 8	00:20	00:15	11:40	12:00						
Radical SR1 Cup	20	Race 9	00:20	00:15	12:15	12:35						
Monoposto F3, 2000, FR2000 and Classic 2000	21	Race 10	00:15		12:50	13:05						
Lunch			00:40		13:05	13:45						
Sports 2000	22	Race 11	00:30	00:15	13:45	14:15						
Monoposto 1800, 1600, Moto 1400 and Moto 1000	23	Race 12	00:15	00:15	14:30	14:45						
BRDC British F3 Championship	24	Race 13	00:20	00:15	15:00	15:20						
7 Race Series	25	Race 14	01:00	00:15	15:35	16:35						
Radical SR1 Cup	26	Race 15	00:20	00:15	16:50	17:10						
7 Race Series	27	Race 16	01:00		17:25	18:25						
Pit Garages: 7 Race Series												
<small>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.</small>												





Monoposto Specific Timetable

Friday

Event	Time	Location
Early Signing On	3pm – 5.30pm	Race Admin

Saturday

Event	Time	Location
Signing On	From 7am	Race Admin
F3, 2000, Classic & FR2000 Scrutineering	8.15am	Scrutineering Bay
1800, 1600, M1400 & M1000 Scrutineering	9.15am	Scrutineering Bay
F3, 2000, Classic & FR2000 Qualifying	10.15 – 10.30am	
1800, 1600, M1400 & M1000 Qualifying	11.20 – 11.35am	
Drivers Briefing	12.30pm	Briefing Room
F3, 2000, Classic & FR2000 Race	3.05 – 3.20pm	
1800, 1600, M1400 & M1000 Race	4.20 – 4.35pm	
Prize Giving	5.30pm	Mono Hub
Members' Discussion Forum	6.30pm	Briefing Room

Sunday

Event	Time	Location
F3, 2000, Classic & FR2000 Qualifying	9.30 – 9.45am	
1800, 1600, M1400 & M1000 Qualifying	10.25 – 10.40am	
F3, 2000, Classic & FR2000 Race	12.50 – 1.05pm	
Prize Giving	1.30pm	Mono Hub
1800, 1600, M1400 & M1000 Race	2.30 – 2.45pm	
Prize Giving	3.30pm	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.

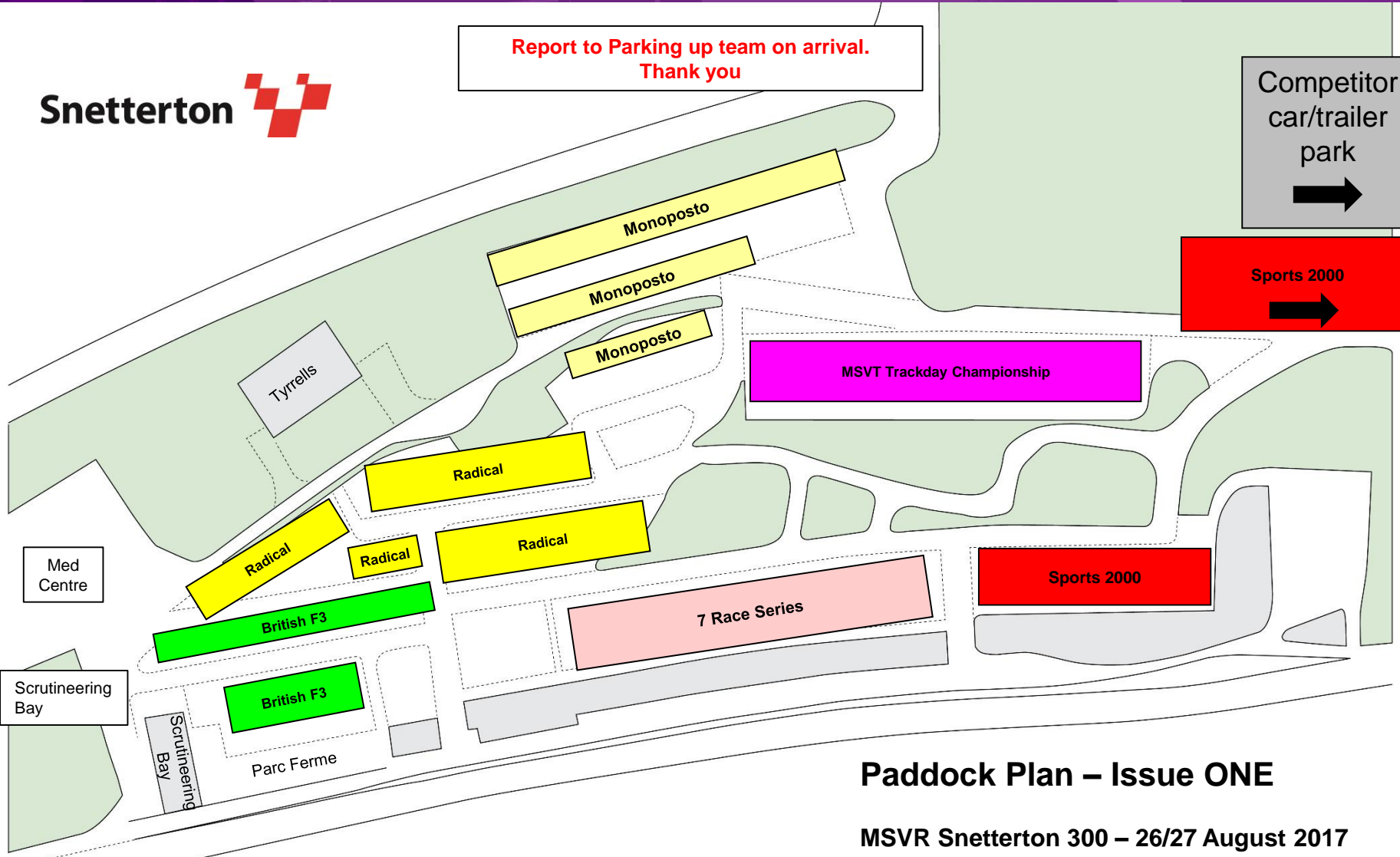


Report to Parking up team on arrival.
Thank you

Competitor
car/trailer
park



Sports 2000



Paddock Plan – Issue ONE

MSVR Snetterton 300 – 26/27 August 2017

Snetterton 300
Entry List V3
26-27 August 2017

Grid	Day(s)	First Name	Last Name	Hometown	Race Number	Team or Sponsor	Class	Car	Car Year	Engine	Capacity CC
1	S&S	Russell	Giles	<i>Redditch</i>	5		F3	Dallara F398	1998	Vauxhall	2000
1	S&S	Neil	Harrison	<i>Worcester</i>	10	Magic Motorsport	F3	Dallara F302	2002	Toyota	1998
1	S&S	Mike	Hatton	<i>Aylesbury</i>	36		F3	Dallara F301	2001	Toyota	1998
1	S&S	David	Gambling	<i>Buckingham</i>	39	GPR.Racing	F3	Dallara F302	2002	Toyota	2000
1	S&S	Chris	Hodgen	<i>Chorley</i>	70	JA Resorts & Hotels	F3	Dallara F304	2004	Toyota Hurley	2000
1	S&S	Ben	Cater	<i>London</i>	82	Shard Capital	F3	Dallara F306	2006	Toyota Pedrofita	2000
1	S&S	James	Drew-Williams	<i>Northallerton</i>	89	JMTechnical Racing	F3	Lola	2004	Ford	2000
1	S&S	Ashley	Dibden	<i>Peterborough</i>	94	Grenke Leasing	F3	Dallara F301	2001	Toyota Hurley	2000
1	SAT	Mark	Smith	<i>Barlestone</i>	14	MGS Motorsport	2000	Dallara F395	1995	Vauxhall Exon	2000
1	SUN	Robert	Smith	<i>Barlestone</i>	14	MGS Motorsport	2000	Dallara F395	1995	Vauxhall Exon	2000
1	S&S	Bryn	Tootell	<i>Rochdale</i>	26		2000	Van Diemen RF01	2001	Zetec Stanwood	2000
1	S&S	Terry	Clark	<i>Northwood</i>	32	Mictel Hillpress	2000	Van Diemen RF00	2000	Zetec	2000
1	S&S	Kevin	Otway	<i>Tonbridge</i>	44	KGO Solutions Ltd	2000	Van Diemen F4	1999	Ford Zetec	2000
1	S&S	Mat	Jordan	<i>Cheltenham</i>	99	Team Fern Racing	2000	Van Diemen	1999	Ford Zetec	2000
1	S&S	Peter	Whitmore	<i>Twyford</i>	4		Classic	Reynard 913	1991	Toyota	2000
1	S&S	Nick	Catanzaro	<i>Whitminster</i>	19		Classic	Formula Vauxhall Lotus	1989	Vauxhall Red Top	2000
1	S&S	Ian	Hughes	<i>Chinley</i>	21		Classic	Van Diemen RF88/XL	1988	Vauxhall	2000
1	S&S	Will	McAteer	<i>Woking</i>	23	McAteer Motorsport	Classic	Reynard 923	1992	Volkswagen	1998
1	S&S	Jared	Wood	<i>Stoke Mandeville</i>	46		Classic	Formula Vauxhall Lotus	C1990	Vauxhall	2000
1	S&S	James	Rimmer	<i>Great Denham</i>	52		Classic	Dallara F392	1992	Alfa Romeo	2000
1	S&S	Marcus	Sheard	<i>Thurlton</i>	64		Classic	Reynard 883	1988	Toyota	2000
1	S&S	James	Densley	<i>Wolverton</i>	27	TDF	FR2000	Tatuus Formula Renault	2006	Renault	2000
1	S&S	Richard	Crisp	<i>Maldon</i>	56	Cedar Court Hotels	FR2000	Formula Renault	2008	F4R Renault	2000
2	S&S	David	Jones	<i>Newbury</i>	47		1800	Van Diemen RF82	1982	Ford Pinto	2000
2	S&S	Chris	Levy	<i>King's Lynn</i>	54		1800	Van Diemen FF2000	1983	Ford Pinto	2000
2	S&S	Matthew	Walters	<i>Worksop</i>	76	AViT! Motorsport	1800	Mygale	1999	Ford Zetec	1800
2	S&S	Douglas	McLay	<i>Swadlincote</i>	81	Elan Active Ltd	1800	Mygale SJ10	2010	Ford Scholar	1600
2	S&S	Chris	Lord	<i>Totnes</i>	117		1800	Van Diemen RF82	1982	Ford	2000
2	S&S	Geoff	Fern	<i>Warminster</i>	7	Team Fern Racing	1600	Van Diemen RF89	1989	Ford Zetec	1600
2	S&S	Eddie	Guest	<i>Thrussington</i>	57		1600	Lola T640	1983	Ford X Flow	1600
2	S&S	James	Gordon-Colebrooke	<i>Lillingstone Dayrell</i>	75	Team Fern Racing	1600	Reynard FF84	1984	Ford	1600
2	S&S	Jeremy	Timms	<i>Tuffley</i>	2		M1400	Dallara F301	2001	Suzuki	1400
2	S&S	Martin	Wright	<i>Burton-on-Trent</i>	8	SMS Engineering Services	M1400	Dallara	2000	Suzuki	1340
2	S&S	Andrew	Gordon-Colebrooke	<i>Lillingstone Dayrell</i>	71	Team Fern Racing	M1400	Dallara	2001	Hyabusa	1400

Snetterton 300
Entry List V3
26-27 August 2017

Grid	Day(s)	First Name	Last Name	Hometown	Race Number	Team or Sponsor	Class	Car	Car Year	Engine	Capacity CC
2	S&S	Peter	Lague	<i>Colchester</i>	9	Team Lague Racing	M1000	Jedi Mk VI	2000	Suzuki	1000
2	S&S	Mick	Kinghorn	<i>Newcastle upon Tyne</i>	37		M1000	JKS JR01	2010	Suzuki GSXR	1000
2	S&S	Mark	Reade	<i>Co Kildare</i>	45	Leastone Racing	M1000	Leastone 1000	2006	Suzuki GSXR	1000
2	S&S	Len	Turner	<i>Goole</i>	51		M1000	Jedi MK6	1997	Yamaha R1	998
2	S&S	Richard	Gittings	<i>Worcester</i>	72	JDR Karting	M1000	Jedi Mk6	1999	Suzuki	1000
2	S&S	Jonathan	Reed	<i>High Wycombe</i>	88	Wingnut Racing	M1000	Jedi Mk VI	2015	Suzuki GSXR	1000

MSVR – Snetterton 300
26/27 August 2017
FINAL INSTRUCTIONS – Issue ONE

This meeting is organised by MotorSport Vision Racing, governed by the General Competition Rules of the MSA, 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 MSA Permit numbers:
Nat B: 99111 Nat A: 102247

This meeting is NCAFP permitted.

2. OFFICIALS

MSA Steward – Barry Guess
Club Stewards – Mike Dixon, Ian Hattersley
Senior Clerk of the Course – David Scott
Clerk of the Course – Andrew Butcher, Terry Scannell, Geoff Strong, Gary Tanner, Glynn Lee
Deputy Clerk of the Course – Tony Weatherley
Secretary of the Meeting – Joe East
Chief Scrutineer – Loyd Gerken
Chief Marshal – Peter Rodwell
Chief Medical Officer – Dr Mark Errington
Starter – Paul Brooks/Paul Savage
Chief Paddock Marshal – Maurice Bennington
Chief Timekeeper – Clare Cletheroe
Commentators – Ian Titchmarsh, Mark Werrell
Marshals/Event Officials - Members of the BMMC, BARC & BRSCC and other MSA recognised Clubs
Ambulances – APMS Ltd
Rescue Units – BRSCC
Safety Car Driver – Ian Barnett, Nigel Goater
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 the general test on Thursday will be on Wednesday from 20:00.

Paddock access for the general test on Friday will be on Thursday from 18:00.

Paddock access for all other competitors will be from Friday at 18:00.

Pit Garages are reserved for 7 Race Series competitors in accordance with the Garage allocation plan.

The paddock must be vacated by all competitors and teams by no later than 21:30 on Sunday 27th August at 21:00.

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 MSA 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 the MSA 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 Starters 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 MSA Technical Commission listed in the 2017 MSA 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. PRACTICE/QUALIFYING

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.

15. RACE START PROCEDURE

Race 7 (Radical Challenge Championship) and Races 14 & 16 (7 Race Series) will be rolling start.

All other races will be standing start.

All races have a green flag lap.

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.

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. The Safety Car will join the circuit from the Pit Lane exit and leave the circuit by entering the Pit Lane. Safety Car regulations are available at Race Administration or as detailed in Race Series Regulations.

19. LIVE SNATCH

Cars may be removed from the gravel traps under local Yellow Flags/Lights. No Live Snatch for Radical Challenge.

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 MSA 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 MSA Technical Commission, as listed in the MSA Officials' Yearbook Appendix 8(e).

25. Timing

All competitors are required to use a AMB TranX 260 or X2 either direct powered or battery transponder. Transponders can be purchased from TSL at www.tsl-timing.com in advance of the meeting. **Transponders will be available for hire on the day from TSL if booked in advance of the 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)

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.

26. 7 Race Series

Please see separate regulations regarding the two races (#14 & #16) on Sunday for 7 Race Series procedures.

David Scott
Clerk of the Course

James Bolton King
Secretary of the Meeting

Testing for this event can be booked via

<http://www.msv.com/testing.aspx?circuit=sn&type=all&submit.x=34&submit.y=9>

MSVR Race Meeting - Supplementary Regulations Issue THREE

1. **MotorSport Vision Racing will organise a race meeting at Snetterton 300 Circuit on 26th/27th August 2017.**

Circuit length 3 miles/ 4.78 km, direction clockwise. FIA Grade: TWO

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

Nat A:	Nat B:	Nat B Endurance:	This event is NCAFP permitted
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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	Competitors Licence Status	Permit
BRDC British Formula 3 Championship	38	National A	National A
Radical SR1 Cup	38	National B	National B
Monoposto Championship	38	National B	National B
Radical Challenge Championship	38	National B	National B
MSVT Trackday Championship	45	National B	National B
7 Race Series	50	National B	National B Endurance
Sports 2000	38	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 iaw G10.2.

5. **ENTRIES** - Entries open on publication of these Regulations and close on Tuesday 22nd August 2017. 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. 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. 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 2017 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. **COMMERCIAL VEHICLES** - These Supplementary Regulations permit the use of commercial vehicles at this race meeting, in accordance with J.5.20.6.
20. **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 Sunday 22nd August 2017.

OFFICIALS OF THE MEETING

MSA 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. v6 2017 Page 2

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. v6 2017 Page 3

- 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. v6 2017 Page 4

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.

CIRCUIT KEY:	
PARKING	FUEL
TOILETS	FOOTPATHS
FIRST AID	FOOD
INFORMATION	TELEPHONES
RAISED VIEWING BANKS	PIT GARAGES
CIRCUIT OFFICE	RACE CONTROL
TIMEKEEPER'S CENTRE	SCRUTINEERING
TYRELL'S RESTAURANT	

