

MSVR Snetterton 300
5th & 6th April 2014
Snetterton (300)
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: 81785

This meeting is NEAFP permitted.

2. OFFICIALS

MSA Steward – Mike Dixon

Club Stewards – Anne Ainsworth, Ian Hattersley

Event Director & Senior Clerk of the Course – David Scott

Clerk of the Course – Barry Morris, Paul Oakley, Terry Scannell, Nick Turner

Deputy Clerk of the Course – Tony Weatherley

Secretary of the Meeting – Joe East

Chief Scrutineer – Chris Mount

Chief Marshal – Peter Rodwell

Chief Medical Officer – Dr Mark Errington

Starter – Paul Savage

Chief Paddock Marshal – Maurice Bennington

Chief Timekeeper – Tony Daff

Commentators – Ben Evans, Mark Werrell

Marshals/Event Officials - Members of the BMMC, BARC & BRSCC and other MSA recognised Clubs

Ambulances – P & K Ambulance Service

Rescue Units – BRSCC

Recovery – D&G Cars, MSV

Telehandler snatch vehicle – David Colchester

3. COMPETITORS CIRCUIT/PADDOCK ACCESS & ALLOCATION

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

PLEASE SEE THE ATTACHED PADDOCK PLAN.

Paddock access for competitors booked for testing on Friday will be Thursday from 18:00.

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

Pit Garages are reserved for Lotus competitors.

The paddock must be vacated by all competitors and teams by 21:00 on Sunday.

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 Article 2.3.8 of 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 2014 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 (if applicable) 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.

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.

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

During all practice, qualifying and races, the Clerk of the Course will have the option to carry out 'live snatches' under local Yellow Flags.

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. RED FLAGS

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

22. 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. They will remain provisional until declared final in writing by the Clerk of the Course.

23. 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).

24. Timing

All competitors are required to use a AMB TranX 260 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.**

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. Cross Electronics Monoposto Championship

St Cross Electronics Mono Championship Regulation 5.13.3 will not apply at this event.

26. Special Circuit Notices

- i) MSV & MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.
- ii) Pit lane: Children under the age 16 years old are not admitted to the pit garages or pit lane.
- iii) No smoking is permitted in the Pit Lane.
- iv) The use of fun bikes is not permitted unless towing a trailer for the purpose of transporting ancillary motor race equipment. No competitor may ride motorcycles or cycles in the pit road at any time when the circuit is operational. Any misuse of "paddock bikes" will be brought to the attention of the Senior Officials and appropriate action will be taken.
- v) Pit Lane – competitors must not exit the pit lane when the Red Light at the pit exit is illuminated.
- vi) There are signalling lights at certain points around the circuit. These lights have the same meaning and authority as the flags.
- vii) Any cables laid across the paddock MUST be covered with a proprietary cable cover.
- vii) Tail lifts must NOT be left unattended in the 'mid' position. It is strongly recommended that extended tail lifts are fitted with warning lights.

We wish you a safe and successful meeting.

David Scott
Clerk of the Course

Joe East
Secretary of the Meeting

Testing for this event can be booked via
<http://www.motorsportvision.co.uk/testing.aspx?circuit=sn&type=all&submit.x=38&submit.y=11>