

MSVR
April 26/27 2014
Donington Park (National Circuit)

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 number:
Nat B: 81790

This meeting is NCAFP inscribed.

2. OFFICIALS

MSA Steward – David Simons
Club Stewards – John Arnold, Harry Tinkler
Event Director – David Willey
Clerk of the Course – Phil Hosker, Paul Oakley, Brian Poulter, Anita Williams
Secretary of the Meeting – Joe East
Chief Scrutineer – John Barlow
Chief Medical Officer – tbn
Chief Paddock Marshal – Vince Markey
Chief Timekeeper – Sarah Evans
Commentators – Alan Hyde, Mark Werrell
Marshals/Event Officials - Members of the BMMC, BARC & BRSCC and other MSA recognised Clubs
Ambulances – Inter-County Paramedic Ltd
Rescue Units –MSVR & Donington
Recovery – Mick Avery & Co and Nottingham Breakdown & Recovery Service

3. COMPETITORS CIRCUIT/PADDOCK ACCESS & ALLOCATION IT IS IMPORTANT THAT YOU FOLLOW INSTRUCTIONS REGARDING PARKING WITHIN THE PADDOCK AREAS.

Paddock access in Paddock ONE will be from 1800 on Friday.
Paddock ONE: GT Cup

Paddock access in Paddock TWO will be from 1200 on Friday.
Paddock TWO: MINI Challenge, Monoposto, PBMW, Radical, TTRS

All competitors/teams must report to the paddock parking-up team before parking

Permanent MSVR paddock passes (P1 & P2) are in operation as set out on the Paddock Plan and paddock signage. Permanent MSVR passes will be required for admission. Exceptionally, paper tickets may be issued.

**Pit Garages are reserved for the following competitors:
Garages 1 – 38: GT Cup**

4. SIGNING ON FOR COMPETITORS

Competitors will sign on at the times and location given on the 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).

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 cars will be examined at the times and locations on the timetable. Cars and all competitors' equipment **MUST BE READY** at the times shown on the timetable.

9. ELIGIBILITY

Eligibility may be checked by a member of the MSA Technical Commission listed in the 2014 MSA Year Book. These Technical Commissioners will be considered as Judges of Fact within the Regulations. The Championship MSA 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 DONINGTON

Competitors must read an instruction sheet that can be collected at signing on.

11. DRIVERS BRIEFINGS

Drivers briefing times and locations are given on the timetable that is included with and part of these instructions.

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 0900 HOURS OR AFTER 2000 HOURS.

13. PIT LANE

Please note that there is a mandatory speed limit in the Pit Lane of 60 km/h. **The Pit Lane entry is on the LEFT after Goddards.**

The Penalty Box at the far end of the Pit Lane by the Pit Office.

14. QUALIFYING

i) GT Cup

a) Free practice (Saturday) All cars will be required in the Assembly Area 20 minutes prior to their qualifying. Noise testing will be carried out on arrival in the Assembly Area. On instruction from marshals, cars will proceed from the Assembly Area directly onto the circuit. Late arrivals in the Assembly Area may be directed through the paddock to join the Pit Lane by the road adjacent to Race Control.

b) Qualifying (Saturday & Sunday) Qualifying will start from the PIT LANE on instruction from marshals.

ii) All other competitors

All cars will be required in the Assembly Area 20 minutes prior to their qualifying. On instruction from marshals, cars will proceed from the Assembly Area directly onto the circuit. Late arrivals in the Assembly Area may be directed through the paddock to join the Pit Lane by the road adjacent to Race Control.

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

The Assembly Area is on the Melbourne Loop.

15. RACE START PROCEDURE

ALL COMPETITORS (Including GT Cup) will assemble in the Assembly Area. On instruction from officials, all cars will proceed directly to the grid and **may be led by a Course Car**. Once cars are in position on the grid, the countdown will begin.

For standing starts unless Championship Regulations state otherwise the Red Lights will be switched on 5 seconds after the '5 second' board is shown and will be switched off after 2 to 6 seconds, which will indicate the start of the race.

If the delay from the showing of the Green Flag signalling the start of the formation lap to the start of the race is more than three minutes the organisers reserve the right to reduce the race distance.

In all cases, countdowns will be in accordance with series or championship regulations.

The Assembly Area is on the Melbourne Loop.

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.

16. GRIDS

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

17. COUNTDOWNS

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

18. 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 and/or Yellow Lights.

19. 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 Championship Regulations.

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 LEFT into the Parc Ferme just beyond Garage 38 unless otherwise instructed by officials.

Winners will stop at the Podium for presentations where cars will be under Parc Ferme.

All competitors will remain under Parc Ferme 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. 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. The declaration of results will be published on the notice board throughout the meeting and, at the latest, at the end of the meeting (subject to any outstanding judicial matters).

22. RED FLAGS

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

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 or hired from TSL Timing on the day in an emergency or by arrangement with TSL.

Competitors should supply the transponder number in advance of the event to their respective Championship Coordinator.

25. Miscellaneous

MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.

Any cables laid across the paddock MUST be covered with a proprietary cable cover.

Tail lifts must NOT be left unattended in the 'mid' position. It is strongly recommended that extended tail lifts are fitted with warning lights.

26. St. Cross Electronics Monoposto Championship

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

27. Special Circuit Notices

The main paddock area is of tarmac surface. It is forbidden to hammer pegs or stakes into the paddock surface. Any person damaging the surface may be excluded from the Race Meeting and the circuit operators may take additional action to recover damages.

The roadways within the paddock area and the fire lane immediately behind the pit garages must be kept clear of all vehicles at all times. It is prohibited to park transporters and/or vans so that they are backed up against the pit garage doors.

Pit lane: Children under the age 16 years old are not admitted to the pits area. No smoking is permitted in the Pit Lane.

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.

We wish you a safe and successful meeting.

David Willey
Event Director

Joe East
Secretary of the Meeting