



SNETTERTON 300
2.99 Miles

FINAL INSTRUCTIONS

Britcar Race Weekend

13th/14th August 2011

This meeting is organised by the British Racing & Sports Car Club Ltd 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.

These final instructions should be read in conjunction with any further instructions or bulletins issued by the organisers.

Entry Enquiries: Carole Jackson

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1 Permits

This event will be held under the following MSA Race Permit numbers:

International **N/A** National A **66222** National B **66221** Clubmans **66220**

This event is NEAFP permitted

2 Officials

MSA Steward	Paul Phillips
Club Stewards	Mike Dixon Fergie Whatling
Senior Clerk of the Course	Vickie MacClinton
Clerk of the Course	Terry Scannell
Deputy Clerk of the Course	Sam Moore
Permanent Clerk of the Course	Tony Weatherley (Britcar), Tony Watts (Assistant – Britcar), Derek Stanley (Fiesta)
Secretary of the Meeting	Linda Stearn
Chief Scrutineer	Dick Byatt
Chief Medical Officer	Dr Mark Errington
Chief Time Keeper	Sarah Evans
Chief Marshal	Peter Rodwell

3 Passes

Tickets and passes have been sent to you under separate cover. **Please note no vehicle passes have been issued for this event. Children are classed as 12 and under as opposed to 16 and under. So be aware any team member aged 12 years and over must be in possession of a valid ticket for the meeting.**

4 Venue Access

Circuit access for those not testing will be from **19:30hrs** on Friday. Teams should aim to be clear of the venue after the race meeting by **21:00hrs** please.

5 Health & Safety

At all times whilst in the confines of the venue competitors should comply with the Circuit and Club Safety Guidance Notes (attached).

6 Pit & Paddock Areas

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The garages are allocated to **Britcar** competitors. A Garage Allocation will be sent to you by the Championship Co-ordinator.

Please ensure that all competitors do not park across the emergency lanes and also the area of the paddock within 25 metres of the Collecting Area entrance road (this area is reserved for Noise testing).

Any competitor/team who have stationed themselves in the incorrect place in the paddocks and has refused to move when asked by a BRSCC official, may be reported to the Clerk of the Course.

6.1 Engine/Noise Pollution

All competitors should note that noise testing will be carried out at this event. Engines must not be run **before 08:30 or after 18:45 on either day**. Any team member found in breach of these times shall at the entire discretion of MSV, be removed immediately from the Venue and as such prevented from taking any further part in the Event.

6.2 Paddock

- (a) Waste oil should be removed from the venue or disposed of in the waste oil containers where provided.
- (b) All domestic rubbish must be placed in the bins provided, any scrap vehicle parts including tyres must be removed from the venue.
- (c) Under no circumstances must any paddock surface be broken in any way i.e. tent pegs/stakes etc.
- (d) Hospitality is not permitted in the paddock/pit area without the express permission of the circuit owners. The only exception to this is hospitality for competitors and official team personnel.

6.3 Pit Lane

- (a) The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take due care and drive at minimum speeds in the Pit Lane.
- (b) Please observe the pit lane speed limit which is stated in your championship/series regulations.
- (c) Refuelling in the pit lane is not permitted unless allowed for in the Championship/Series Regulations.
- (d) Children under the age of 16 years are not permitted in the pit lane area.
- (e) Competitors are reminded that they must not join the circuit until they have reach the end of the red blend line on exiting the pit lane.

6.4 Support Vehicles

The use of vehicles is not permitted unless towing a trailer for the purpose of transporting ancillary motor race equipment in the pit & paddock area. No competitor may use a support vehicle in the pit road at any time unless authorised by a race official. Any misuse of "support vehicles" will be brought to the attention of the Senior Officials and appropriate action may be taken.

7 Signing On for Competitors

All **Britcar competitors** will sign on in the Britcar Hospitality Centre. All other competitors will be signed on in the Paddock Office located at the bottom of Race Control. **All championships must sign on at the times allocated on the attached timetable. In addition to the times in the Official Timetable, Britcar competitors will be able to sign on in the Britcar Hospitality Centre from 14:00hrs on Friday.**

7.1 All drivers must provide at Signing On:

- (a) MSA Competition Race Licence and MSA Entrants Licence (Where applicable)
- (b) Drivers Medical Certificate (if not incorporated in the Licence)
- (c) Valid Club Membership (where applicable)

Drivers are reminded that licences and upgrade cards must be valid, bearing a recent photograph and be signed by the driver before presentation to the officials at Signing On.

7.2 It is the responsibility of the driver to collect his/her licence and/or upgrade card after the event.

8 Scrutineering

All cars will be scrutinised in the **Scrutineering Bay** at their set time and will need to be presented with the **correct** competition number and the **correct** driver details. **This includes those that have been allocated garages.**

The entrance to the scrutineering bay is via the gate next to the signing on office and the Parc Fermé area.

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At Scrutineering drivers must provide:

- (a) Competition Car
- (b) Paperwork from BRSCC Officials confirming driver has signed on.
- (c) Crash helmet, visor or goggles and overalls
- (d) Vehicle Identification forms (if required)
- (e) MOT/road fund licence (if required)

9 Eligibility

In addition to the series Eligibility Scrutineers, eligibility may be checked by a member of the MSA Technical Commission as listed in the MSA Officials' Yearbook Appendix 4(e). In addition the following licensed eligibility scrutineers are authorised to carry out any inspections for all BRSCC Championships: M Hibbins, A Billett and N Jones.

10 Driver's Briefings

- (a) All competitors will be issued with Briefing Notes at Signing On.
- (b) Individual Championship/series briefing's maybe called as required and where not listed below, a bulletin will be issued.

11 Circuit Access

All competitors (including those in the garages) will access the track via the Assembly Area to permit noise testing prior to practice and to put the cars in grid order before proceeding to the grid for their race(s).

Competitors in the garages will need to take their cars **via the rear of the garages** to the Assembly Area. **Under no circumstances** are cars in the garages to use the pitlane to access the Assembly area.

12 Qualifying/Grids

Qualifying will take place as per the timetable. It is the driver's responsibility to be ready at least 20 minutes before their timetabled session. Scrutineering Labels must be affixed to the vehicle and clearly displayed before it is allowed onto the track. Drivers should go to the assembly area 20 minutes before published times and then, when directed by the course marshal, they should proceed onto the circuit.

Double Header Races: Unless championship/series regulations stipulate otherwise, grids for the second race of a Double Header event with only one qualifying session will be based on the finishing order of the first race. Retirements will be placed at the back of the grid in reverse order of retirement.

13 Race Start Procedure / Safety Car

All start procedures will be in accordance with the Championship/Series regulations. It is the competitor's responsibility to ensure that they are ready in good time. Under ideal conditions the racing programme may be brought forward. Grids will be formed as per Championship/series Regulations and the terms of the Circuit Licence.

Where races are for a set 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.

13.1 Standing Start

Vehicles will be released from the Assembly Area onto the grid. The marshals will direct you to the correct qualification grid position. Once all drivers are stationary there will be a one minute countdown; 30 second board and then the cars will be flagged away for the green flag lap. Once this lap has been completed and vehicles are stationary (and in their correct positions) the 5 second board will be shown and then the red lights will be displayed. At some time between 2 and 7 seconds the red lights will switch off – signalling the start of the race.

The following Championships/Series will use a Standing Start

- **Competition Car Insurance Ford Fiesta Championship**
- **4two Cup**

Rolling Start

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Vehicles will be correctly positioned in the assembly area, then proceed as directed onto the grid where they will begin the rolling lap behind a pace car. Once the course car has returned to the pits the red lights will switch off – signalling the start of the race.

Whilst on the Rolling Lap the Pace Car Driver or Observer will judge the grid and if they are not satisfied that the formation is correct, they may elect to do a further Rolling Lap prior to the start to allow drivers to regain their correct positions. If after the Pace Car has pulled into the Pit Lane, the Starter judges that the grid is not in good formation as it approaches the Startline, he may leave the Start Lights at Red. In these circumstances all cars should proceed slowly round the circuit and stop back in position on the grid. The Start procedure will be recommenced at the 1 minute signal. It is the drivers responsibility to insure they are fully aware of the full start procedures.

The following Championships/Series will use a Rolling Start

- **Britcar Production Cup**
- **Britcar MSA British Endurance Championship**
- **Britcar Dunlop Production GTN Championship**

At the end of the Britcar Dunlop Production GTN Championship race (2hrs) all vehicles must slow down after taking the chequered flag and retain their position in the order in which they cross the finish line.

Once the last car has taken the chequered flag, the SC boards and yellow flags will be displayed. Upon this signal all Britcar Dunlop Production GTN competitors must leave the circuit via the pitlane entrance. All Britcar MSA British Endurance competitors must remain on circuit behind the Safety Car in single file and may not return to the pitlane until the start signal at the start finish line is passed.

The Safety Car will remain on circuit until all Production GTN competitors have left the circuit and all other stranded vehicles have been recovered.

When the Clerk of the Course calls in the Safety Car it will extinguish the yellow lights prior to exiting the circuit. Following the Safety Car extinguishing its lights and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the Safety Car are extinguished, drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the start.

As the Safety car is approaching the pit entry, the green flag will be displayed and the start/finish line and the SC board withdrawn. Following this display of the start signal, yellow flags and SC boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.

MSA Regulation [Q Appendix 2] applies.

Competitors are reminded that refuelling may not take place in the final 15 minutes of a race. This will apply for the combined race and the standalone element of that race.

13.3 Safety Car Intervention

The Clerk of the Course will have the facility for the use of the safety car in accordance with the Championship / Series regulations. It is the driver's responsibility to make sure they are fully aware of these regulations. The safety car will join the circuit from the pit lane exit and will exit the circuit via the pit lane entrance.

In the event of circuit light failure for either start type the Union /National flag will be used to start all races.

14 End of Track Session Procedure

14.1 At the end of each track session be it qualifying or the actual race, all vehicles must slow down after taking the chequered flag and leave the circuit **via the Pitlane Entrance**.

14.2 At the end of your race, presentations will be carried out in accordance with championship/series regulations if time permits. Please follow instructions of race marshals etc. In the case where the presentation does not take place immediately after the race, competitors should report to the Paddock/Race Secretaries office.

15 Judges

Judges may be appointed as per MSA Regulation [Q 18]

16 Race Day Information

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The organisers will try to run the programme as published, but they reserve the right to delay or bring forward event times to suit the conditions of the day. Copies of practice times, grid sheets, provisional results & official bulletins etc will be available from the Paddock Office.

17 Video Equipment

Any video equipment must be fitted to the vehicle prior to scrutiny and the scrutineer must be advised.

18 Special Circuit Notes

18.1 Track Behaviour

Drivers who fail to negotiate the left hand bend Brundle at the end of Bentley Straight and continue along the tarmac run-off area, should NOT turn round and rejoin the track at the end of the straight. They should carry on to the back of the run-off area where a roadway permits them to rejoin the track between Nelson and the Bombhole. Drivers should obey any marshal's signals given to aid their rejoining of the track.

18.2 Track Limits

Any competitor driving beyond the extent of the race track surface, to include kerbs, and driving on the grass/dirt through corner cutting and running wide, may, if adjudged to have done so, be subject to the issuing of a time penalty or in the case of a more serious offence or repeated offence be subject to a stop/go or drive through penalty. For this purpose the designated stop/go box is at the base of Race Control.

18.3 Pit Lane

Only two people per competing car will be allowed to stand on the Pit Wall for the purpose of signalling. During the start of a race no personnel are allowed on the Pit Wall until all the cars are clear of the grid.

Smoking is not permitted in the pit lane or garages

No one is allowed to ride motor cycles or cycles in the pit road at any time when the circuit is operational. It is strictly forbidden for any vehicle to move in the wrong direction in the pit road unless directed by a marshal. The penalty could be exclusion from the meeting.

18.4 Damage and Recovery from the Circuit

Should oil or any other substance likely to prove a hazard be dropped from any vehicle, the relevant vehicle must stop immediately at a place of safety. Competitors are hereby notified that they may be liable for any excessive clean-up costs incurred by MSV.

MSV cannot be held liable for any damage that is caused in the course of removal of any vehicle from the circuit.

18.5 Placement of Advertising and Signage

Teams and competitors may use the A3 clip frame information boards provided in pit garages (where applicable). Otherwise, placards, banners, advertisements, stickers, decals or leaflets must not be attached, erected, installed or placed anywhere around the MSV venue, including without limitation on any windows, fascias, hospitality suites or doors without MSV's express written permission. Any cost incurred by MSV to rectify or repair any damage caused by any breach of this provision shall be immediately reimbursed by the Team or Competitor on demand.

18.6 Pit Garages

No children under the age of 16 are allowed in the Pit Garages.

18.7 Green Flag Lap

Competitors will be directed from the Assembly Area straight on to the grid where they will stop. Unless conditions warrant more than one acclimatisation lap, which will be at the sole discretion of the Clerk of the Course, the Green Flag lap shall count as the warm-up lap for the race.

18.8 Circuit Petrol Station

The circuit petrol station is open on race day 09.00 - 12.30 and 13.00 - 16.30 (Strictly cash sales only - no credit cards)

18.9 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

