



Motorsport

AUTUMN RACE MEETING

SNETTERTON 200

30th September / 1st OCTOBER 2017

FINAL INSTRUCTIONS

This meeting is organised by The MG Car Club and is 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 the MGCC Standing Race Regulations and any further instructions or bulletins issued by the organisers.

The Meeting will be run under MSA Permit Nos. Clubmans 100389, and National B 100390 (all other UK invitation races). The events are open to all fully elected members of the organizing club and to members of the following invited clubs: PCGB, AROC, FISCAR, MSCC, MGOC, BRSCC, BARC, 750MC, CSCC, VSCC, AMOC, MSVR, DDMC, HSCC, STOC, and to registered competitors in any of the Championship/Series races. The circuit will be the Snetterton 200 circuit.

1. TICKETS

E-Tickets for this event will be sent directly to the competitors E-mail address before the event. It is the responsibility of the competitor to print these off and bring with them to the event. Car passes are not required. Additional tickets can be purchased from MSV at a reduced price prior to the event.

2. PADDOCK

A paddock plan is enclosed. Whilst this is not mandatory the organisers urge you to park in the area allocated for your championship or race. We request that you minimise the presence of all non-essential vehicles (road cars, trailers, caravans, motorhomes etc.) and park these in the dedicated area as indicated.

THERE WILL BE NO REFUELLING ALLOWED IN THE GARAGES.

PLEASE NOTE: The Fire Lane at the rear of the Pits is to be kept clear at all times.

3. SIGNING ON

Signing on will take place in the paddock office below race control from 07.30 on Saturday & 08.00 on Sunday. Drivers in the Relay Race only may sign on from 10.30 on Saturday. Competitors who are subsequently unable to take part in any of their practice or races **must** complete an official withdrawal form, available from signing on.

4. SCRUTINEERING

Scrutineering will take place in scrutineering bay situated next to Parc Fermé. Access is very limited and hence, competitors are asked not to attend before their allocated time. Competitors who arrive too early **will be turned away**. Please refer to the timetable for your correct time slot.

5. BRIEFINGS:

DRIVERS BRIEFING

All MGCC Competitors are required to attend a mandatory Briefing on Saturday at the foot of Race Control at 13.15.

RELAY TEAM MANAGERS BRIEFING

There will be a briefing for ALL Team Managers in the Welcome Centre at 10.00 on Sunday. Failure to attend may result in penalties being applied.

RELAY DRIVERS BRIEFING

There will be a mandatory drivers briefing for ALL drivers at the foot of the stairs to Race Control at 13.15 on Sunday. Failure to attend may result in penalties being applied.

6. DRIVERS NEW TO THE CIRCUIT (Incl. Novices)

Drivers who have not raced at Snetterton in its current configuration before must attend one of the Briefings, **before** they are allowed to qualify. These will take place in the MG Welcome Centre, above the circuit office, at 08.00 & 09.30 on Sat.30th & 08.00 on Sun. 1st Failure to attend may result in a fine, licence endorsement or exclusion from the meeting (G5.3.8).

7. QUALIFYING & RACE

Please familiarise yourself with the layout of the Paddock and Assembly Areas. You must form up in the Assembly Area 15 minutes before the start

of your Practice and Race (listen for the PA announcements). At the conclusion of each you should leave the circuit via the pit lane – and parc fermé as instructed. The Club reserves the right to run continuous qualifying – Please see over for an explanation. **Please see over for Specific Details regarding the Relay Race Qualifying and Race Numbers**

8. AMENDMENTS TO SUPPLEMENTARY REGS.

Currently there are no amendments.

9. AWARDS AND GARLANDS

Trophies and garlands for all MGCC Races will be presented 30 minutes after the race, (or second race for double headers), in The Club's 'Welcome Centre' situated on the first floor above the circuit office.

10. ENTRY LIST

Entry lists for all races are available for download from the Club's web site; see Quick Links on left side of the home page.

12. OFFICIALS

MSA Stewards: John Arnold
Club Stewards: Geoff St John Mitchell, Howard Gosling
Senior Clerk of the Course: Ron Gammons
Clerks of the Course: Peter Ritchie, Andy Green
Chief Medical Officer: TBA
Chief Timekeeper: Clare Cletheroe
Chief Scrutineer: Chris Mount
Chief Marshal: Paul Stilling
Secretary of the Meeting (Races 1 – 11): John Hutchison
Secretary of the Meeting (Race 12): Valery Gammons

13. IN CAR CAMERAS

Cameras **MUST** be in place for scrutineering.

14. RACE LENGTHS

All races at this meeting will be determined by time – see enclosed timetable.

15. TRANSPONDERS

Competitors are reminded that their car must be fitted with a Red AMB Transponders and its number must be advised to the organisers before the meeting. A limited number will be available for hire at the circuit.

16. START PROCEDURE

Standing starts will be used for all races. Please see over for procedures. The grid for the second race of a double header will be in accordance with the relevant Championship Regulations. Please see over for specific procedures.

17. PRE RACE TESTING

This is available on Friday 29th Sept. Please contact MSV direct on 0843 453 2000.

The MGCC will be running a test Session on Saturday morning for competitors taking part in the meeting. **SEE PAGE 3 BELOW**. It is a modest £75 for a 30 min session. Contact John Hutchison at MGCC direct to book this. johnh@mgcc.co.uk.

18. OPERATION OF SAFETY CAR

A safety car will be on standby during both qualifying & racing. It will be deployed from the slip road onto the Senna straight in any race upon the sole decision of the Clerk of the Course. The latest MSA operation procedure will be used. (MSA Competitors and Officials Yearbook Section Q Appendix 2).

19. RACE STOPS

Competitor's attention is drawn to the procedure operated by the Club in the event of any race being stopped. This is set out in full in the Club's 2017 *Standing Race Regulations*, which are available for download on the web site. A copy will also be available in the signing on office.

20. SAFETY GUIDANCE

Guidance notes on safety at the circuit are also available for download on the web site and will be available at signing on. Please study these and comply with them at all times.

Notes: Race Qualifying and Start procedures:

Timetable. All times are provisional and may be **changed** without notice. It is the competitor's responsibility to watch the progress of the meeting and to be in the Assembly Area no later than 15 minutes prior to the start of qualifying or their race. Failure to comply may result in your space being given to a reserve, or the session/race may start without you! Please be aware that the Green Flag Lap for your race will commence approximately 6 minutes **BEFORE** the time shown for the race start.

Safety Car. A Safety Car may be brought into operation to control or neutralize qualifying sessions and races upon the sole decision of the Clerk of the Course. The latest MSA operation procedure will be used. (MSA Competitors and Officials Yearbook Section Q Appendix 2)

Continuous Qualifying: At the end of each session's allotted time the chequered flag will be shown and cars should exit the circuit via the pit lane and return to the paddock or parc fermé as directed. Once the previous session's cars have cleared the circuit the next session will be released from the assembly area onto the circuit. Any vehicles that have failed to return to the pit lane under their own power will be left in place if considered safe, and/or recovered at the Clerk of the Course's discretion. (Usually after 2 or 3 qualifying sessions have been completed). The next session(s) may be controlled with Hazard Boards (Q.5.1.1. & Q15.1.3).

Assembly: for qualifying and races will be in the main assembly area. Please make sure you are there AT LEAST 15 minutes before your due time. **With continuous qualifying your session may run EARLIER than indicated.** Please watch the progress and listen for Tannoy announcements!

Standing Starts: The initial countdown will take place in the assembly area, following which all competitors will complete a green flag lap behind the Safety Car. On completion of this lap the safety car will peel off into the pits and cars will line up on the grid, in order. Please make sure you know which grid number you are on, and which side that is!. Once all cars are stationary they will be given a 5 second board, prior to the race start. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds; they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race. Should it be necessary to have two green flag laps drivers will be advised before leaving assembly. In that instance the race time will start from the commencement of the second green flag lap.

Race Stops: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area. Cars may **not** enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped;

If the leader of the race has completed less than two laps that part of the race will be null and void and the race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves that will start from the back of the grid in reverse order. Gaps on the grid should not be closed up. The Clerk of the Course will determine the length of the restarted race.

If the leader of the race has completed more than two laps, but less than 75% of its distance or duration, the race will re-start from a grid determined by the finishing order of part one as per Q.5.4.2. The result of the race will be the finishing order at the end of part 2. The Clerk of the Course will determine the length of the restarted race and at his discretion whether to run the second part of the race at the end of the published program if time is available.

If the leader has completed more than 75% of the race distance or duration, it shall not be re-started and the results will be declared in accordance with MSA Regulation Q.5.4.3.

RELAY QUALIFYING AND COMPETITION NUMBERS:

It is your responsibility to see that the correct number and letter is displayed on your car. Teams competing in the 4 hour Relay race will be issued with a set of letters for each car in their team, which should be collected by team managers from race control when they sign on. Cars competing in the Relay should display **ONLY** their team number & letter during this qualifying and race, **ALL other numbers must be removed or fully covered up – placing a cross through them is not acceptable.** Adhesive numbers (£1.) and backgrounds (£2.) will be on sale at signing on. Front numbers must face to the **LEFT** hand side when sitting in the car and all numbers must comply with MSA Regulations [J4.1].

Relay Race Qualifying:

Qualifying for the relay race will start at 11.00 on Sunday and all competitors **MUST** complete 3 laps at race speed to qualify. Each member of a team will have been allocated a letter from A to F and will practice in the following sequence:

Letter 'A'	11.00 to 11.15
Letter 'B'	11.20 to 11.35
Letter 'C'	11.40 to 11.55
Letter 'D'	12.00 to 12.15
Letters 'E' & 'F'	12.15 to 12.30

A chequered flag will be shown two minutes before the end of **each** qualifying session and drivers must return to the pits after passing this. The club will operate continuous qualifying, see above for details.

Notes to Teams and Drivers.

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, fascia, hospitality suites or doors, without MSV's express prior 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.

Markings

Markings must not be made on the pit garages, pit garage floors, any circuit or paddock surface at any MSV Venue. Any markings shall be removed by MSV at the relevant Club or Team's cost.

Surfaces

Pegs or stakes must not be hammered or inserted into any tarmac surface. Fuel, oil or chemical substances must not be deposited onto any tarmac surface. In both cases this includes without limitation the circuit surface and the pit and paddock area. This includes damage caused by trailers which must be left sited on blocks, not directly onto the ground as limited weight restrictions apply. Any person who damages any tarmac surface may be excluded from the MSV Venue and, where such person is a Club or Team representative or Competitor, the Club, Team or Competitor shall on demand reimburse MSV for the total cost of rectification of any such damage.

Motorcycles, Scooters, Quad Bikes and Bicycles

Please see at the bottom regarding the use of Motorcycles, Scooters, Quad Bikes and Bicycles at Oulton Park.

Tail lifts

Where vehicles with tail lifts are being used at the Venue, the operator must ensure that the tail lift is never left down, including in the halfway position, other than when loading / unloading is being undertaken, as this may present a serious risk of injury to drivers or pedestrians.

Permitted Filming/Photography

Other than the taking of still photographs for personal, non-commercial and non-promotional use by Teams, Competitors or their guests, the production and/or reproduction of any audio, visual (still and/or moving) and/or audio-visual coverage of any of the MSV Venues or any part of any Event in any media whether now known or invented is not permitted without obtaining MSV's prior written consent. MSV may charge a reasonable fee for the production of such coverage. Following any requests from Teams or Competitors to produce coverage, Clubs shall require the Team/Competitor to complete MSV's Authorisation Form which should be available in advance from the MSV Press and PR Department, who will give consent if deemed appropriate and provide details of any applicable fee. Where MSV provides its consent to the production of coverage and the relevant Team/Competitor has paid any applicable fee, any and all on-board video equipment carried in or on any vehicle must be safely and securely installed in accordance with any applicable Governing Body regulations, and a Club representative must inspect such equipment accordingly before the relevant vehicle takes part in any on-circuit activity. Drones are not permitted on site without MSV written authorisation, following confirmation of CAA requirements, Insurance and Risk Assessments by the Pilot.

Important Note to All Competitors.

Appendix 1

6.2 Motorcycles, Scooters, Quad Bikes and Bicycles

It is condition of the MSV Circuit contract that, **No paddock scooters or push bikes are permitted on site** unless authorised by the Organising Club. It is the responsibility of the Organising Club to manage and administer paddock scooter and push bike usage by the implementation of a numbered pass system such that the details of each pass holder is recorded and each authorised vehicle has a pass on it. Details of pass holders and their corresponding pass numbers must be forwarded to MSV prior to each event.

In order to use any form of paddock transport the rider/driver will need to sign on with the organising club along with proof of insurance on the vehicle. Only then will a pass be issued, to allow you to use the transport at the event. Any rider/driver using a mode of transport that does not have a pass displayed will be asked to dismount and not use the vehicle again at the event.

MGCC Snetterton 200 TEST Session

Saturday Morning 9am

30 mins Open Pit Lane Test Session

£75 Only

Limited Space Available

Contact John Hutchison to Book

johnh@mgcc.co.uk

01235 849 738



SNETTERTON 200 **30th September / 1st October 2017** **TIMETABLE**

SIGNING ON: Will take place in the paddock office.

Race(s)	Saturday	Sign On	Scrut.	Qualify	Length
T1	General Testing Group A	07.30	07.40	09.00	30 Min
1 & 7	The Boganmoor MG Trophy	07.55	08.05	09.45	15 Min
2 & 8	MGCC Watt Electrical BCV8 Championship	08.00	08.10	10.15	15 Min
3	MSCC Aero Racing Morgan Challenge	08.25	08.35	10.45	15 Min
4 & 9	MGCC Peter Best Insurance MG Cup	08.50	09.05	11.15	15 Min
5 & 10	MGCC Lackford Engineering MG Midget/Sprite Challenge	09.15	09.25	11.45	15 Min
6 & 11	MGCC Drayton Manor Park MG Metro Cup	09.40	09.50	12.15	15 Min
Sunday					
12	MGCC British Motor Heritage 4 Hour Relay Race	08.00	08.10	11.00	1h 30 Min
Please be aware that we will be running 'Continuous Qualifying' & may run AHEAD of the timetable! Listen for Calls!					

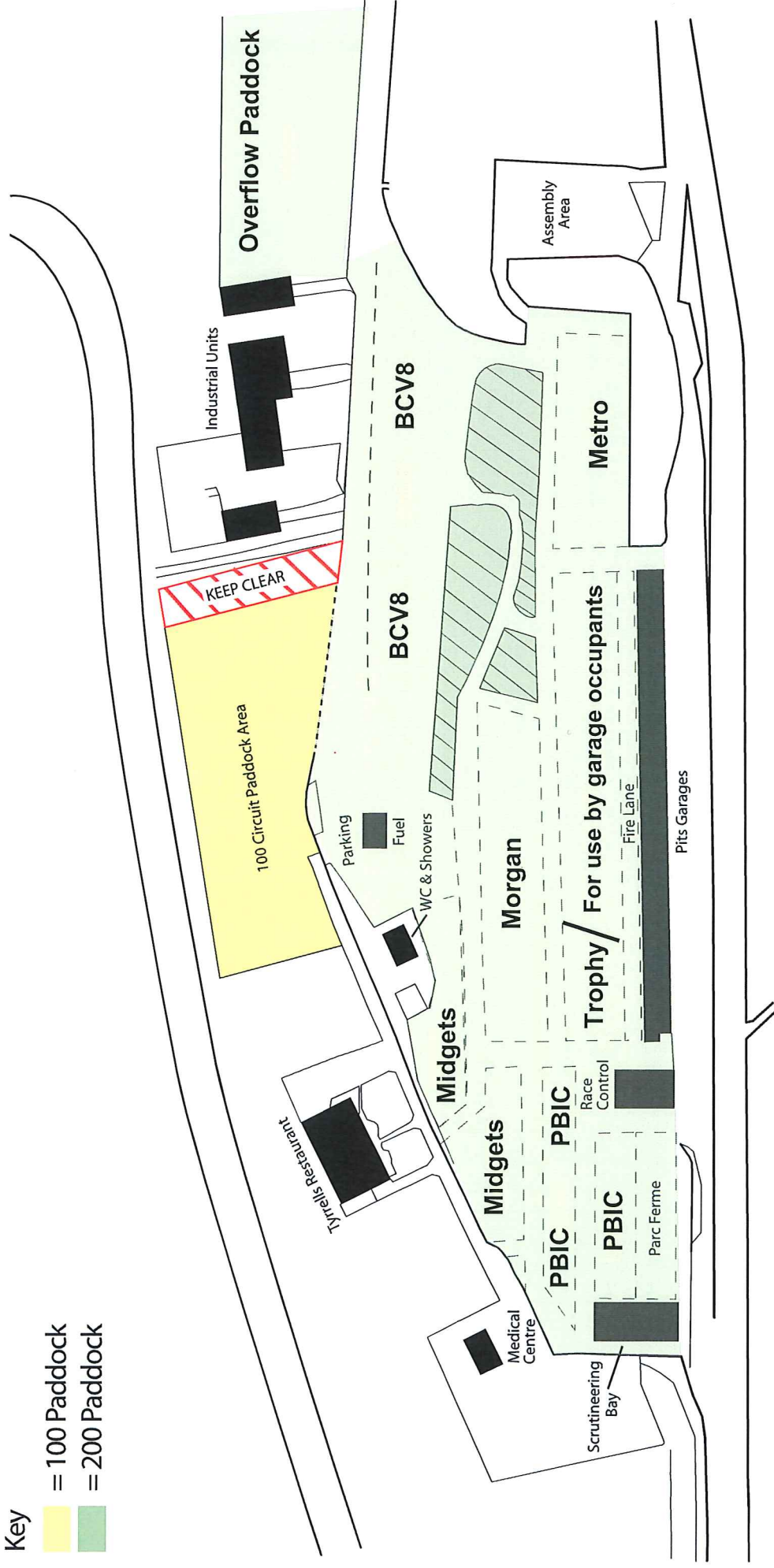
There will be a track parade of MG Cars during the lunch breaks on both days

<u>SATURDAY</u>	<u>30th September</u>	Approx. Start	Length
RACE 1	The Boganmoor MG Trophy – Race 1	12.45	20 Mins
LUNCH BREAK – 13.05 – 14.05			
RACE 2	MGCC WES BCV8 Championship – Race 1	14.05	20 Mins
RACE 3	MSCC Aero Racing Morgan Challenge	14.40	30 Mins
RACE 4	MGCC PBIC MG Cup – Race 1	15.25	20 Mins
RACE 5	MGCC Lackford Engineering MG Midget & Sprite Challenge – Race 1	16.00	20 Mins
RACE 6	MGCC Drayton Manor Park MG Metro Cup – Race 1	16.35	20 Mins
RACE 7	The Boganmoor MG Trophy – Race 2	17.10	20 Mins
RACE 8	MGCC WES BCV8 Championship – Race 2	17.45	20 Mins
<u>SUNDAY</u>	<u>1st October</u>		
RACE 9	MGCC PBIC MG Cup – Race 2	09.00	20 Mins
RACE 10	MGCC Lackford Engineering MG Midget & Sprite Challenge – Race 2	09.35	20 Mins
RACE 11	MGCC Drayton Manor Park MG Metro Cup – Race 2	10.10	20 Mins
	MGCC British Motor Heritage 4 Hour Relay Race - Qualifying	11.00	90 Mins
LUNCH BREAK – 12.30 – 13.30			
RACE 12	MGCC British Motor Heritage 4 Hour Relay Race	13.45	4 Hours

SNETTERTON – PADDOCK

Key

- = 100 Paddock
- = 200 Paddock



Paddock Plan - Snetterton 2017

www.snetterton.co.uk

Snetterton

E
X
I
TP
I
T
L
A
N
E

CONTROL TOWER			Fire Escape Stairs
TOILETS AND WASH ROOMS			
GAR	Saturday Racing	Sunday - Relay Race	
NO	DRIVER	TEAM NAME	
1	Andy Spencer/William Payne	MATTHEW BENTLEY RACING	F I R E L A N E P A D D O C K F I R E L A N E
2	Ross Makar	COCKSHOOT CUP	
3	Matt Turnbull		
4	John Booth/Patrick Booth	FORC ALFA SQUADRA CORSE	
5	Doug Cole/James Cole	SAUNTERING ALONG	
6	Robin Walker	HOWES THAT!	
7	Ryan Firth	CHAPMANS CHARIOTS	
8	Andy Firth		
9	Ollie Coles/Tom Butler	TECHNIQUES TIGERS	
10	Tony Jones/Mark Scott		
11	Sam Johnston/Jack Robets		
12	Paul Luti	HIGH SPEED, LOW COST	
13	Peter Burchill		
14	Karl Green		
15	Richard Thorne Classic Cars	GUTEN MORGANS	
16	Richard Thorne Classic Cars	CDMC	
17	John Wreghitt		
18	Simon Tinkler	BURBLE BS	
19	Gary Wetton	AERO RACING	
20	RichardMarsh/Tylor Ballard	WILLIAMS MORGAN RACING	
21	Joe Cruttenden	BHM RACING	
22	Dave Heasman/Adam Jackson	SUPER SPRITES	
23	Ollie Hood		
24	Fergus Campbell		
25	Josh Wright		
26	Darren Harris	SUFFOLK BLUES	

P
A
D
D
O
C
K

Team Manager

MATTHEW BENTLEY

PAUL GOODMAN

STEVE TAPPIN

MARY LINDSAY

MARY LINDSAY

TOM MUIRHEAD

KATHY SHERRY

IAN FLETCHER

RICHARD THORNE

ANDREW THOMPSON

RICHARD TINKLER

MARK EVANS

LAURIE MILLS

BRETT SYNDERCOMBE

RICHARD ANGOOD

DAVID HILL