



Motorsport

MG Car Club
14th/15th July 2018

Revised - Donington Park 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 (copy on www.mgcc.co.uk or from MGCC Office) and any further instructions or bulletins issued by the organisers. The Meeting will be run under MSA Permit Nos. 106566 Clubmans and 107327 National B and will be inscribed for foreign driver participation.

1. TICKETS

E-Tickets for this event will be sent directly to the competitors Email 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

Please find a paddock plan with this paper work attached to the E-mail. 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).

THERE WILL BE NO REFUELLING ALLOWED IN THE GARAGES.

3. SIGNING ON

Signing On will take place in the media centre with access via stairs between garages 14 & 15. (Follow the signs!) From 07.15. Please sign on at least 15 mins prior to your scrutineering time. Competitors who are subsequently unable to take part in any of their races should complete an official withdrawal form, available from signing on or the meeting secretaries' office. The coordinator for the PBIC MG Cup is Chris Whitewick.

4. SCRUTINEERING

Scrutineering will be available for any race in the scrutineering bay from 14.00 to 18.00 on Friday 13th (See Over) and from 07.30 on Saturday & Sunday - please see timetable for your race.

Competitors who arrive too early will be turned away.

There will be NO scrutineering in the pit garages.

Access is very limited and in an attempt to avoid a jam as in previous years, competitors will be directed via a short one way system in and out. PLEASE OBSERVE THIS. Competitors who arrive too early will be turned away. Please refer to the timetable for your correct time slot.

5. RACE ENGINES - NOISE

Race Engines Must **NOT** be run before 09.00 a.m. or after 20.00. The driver of an offending car will be disqualified from the meeting. A static noise test will be carried out on all race cars in the assembly area prior to qualifying. The Max Limit is 105 dBa.

6. DRIVERS' BRIEFINGS

There will be a Mandatory Drivers Briefing for the following grids at the times stated:

Saturday

Equipe Relay Team Managers Only 09.30 – Equipe Race Centre
All MG Trophy Competitors – 10.30 – MGCC Welcome Centre
All Equipe Relay Competitors – 13.45 – Equipe Race Centre

Sunday

All Triple M Drivers – 09.45 – MGCC Welcome Centre
All PBIS MG Cup/Metro Drivers – 10.15 – MGCC Welcome Centre

If any other briefings are required then you will be notified by paddock tannoy and bulletin.

7. NOVICE DRIVERS & THOSE NEW TO CIRCUIT

Drivers taking part in their **first race** **AND** those who have **not raced at this circuit in its current configuration** before **must** attend one of the Novice Briefings, **before** they are allowed to practice. These will take place in the room off Race Administration (where you signed on) situated on the first floor of the Race Control at 08.00 & 09.30 on both Saturday and Sunday.

8. QUALIFYING & RACE

Please familiarise yourself with the layout of the Paddock and Assembly Areas. You must form up in the Assembly Area at least 15 minutes before the start of your Qualifying and Race (listen for the PA announcements).

At the conclusion of Qualifying and Racing you should leave the circuit via the pit lane - and Parc Fermé as instructed - check speed and observe the marshals instructions. The Club reserves the right to run continuous qualifying - Please refer to MGCC's **Standing Race Regulations** for an explanation.

9. AMENDMENTS TO SUPPLEMENTARY REGS.

Currently there are no amendments.

10. 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 in Race Admin Room with access via stairs between garages 14 & 15.

11. ENTRY LIST

Entry lists for each MGCC race are available for download via a 'Quick Link' on the home page of the Club's web site.

12. OFFICIALS

MSA Steward: John Arnold
Club Stewards: Geoff St John Mitchell, Howard Gosling
Senior Clerk of the Course: Andy Green
Clerks of the Course: Ron Gammons, Peter Ritchie, John Hopkinson
Chief Medical Officer: TBA
Chief Scrutineer: Chris Mount
Chief Marshal/Chief Observer: Paul Stilling
Chief Timekeeper: Peter Knight
Secretary of the Meeting: John Hutchison

13. IN CAR CAMERAS

Any cameras **MUST** be in place for scrutineering.

14. RADIO COMMUNICATION

The use of verbal communication by Radio or telephones between drivers and team members is prohibited in all races.

15. RACE LENGTHS

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

16. TRANSPONDERS

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

17. START PROCEDURE & FINISH

Will be in accordance with MGCC's 2018 **Standing Race Regulations**, the grid for the second race of a double header will be based upon a drivers 2nd fastest time in qualifying unless the Championship/Series regulations specify otherwise. All races will have a Standing Start and all cars **MUST** form up in the assembly area prior to the start.

18. PRE RACE TESTING & WITHDRAWALS

Drivers wishing to test their cars prior to the meeting should contact MSV direct. Please note, there are **NO** refunds for entries cancelled after midday on Thursday 12th July.

19. OPERATION OF SAFETY CAR

A safety car will be on standby during both qualifying & racing. It will be deployed from the Pit Lane upon the sole decision of the Clerk of the Course [Q 4.9.1]. It is the driver's responsibility to familiarise themselves with the operation of this and the **latest version** of the instructions, which are available on the MSA web site and MGCC Website on the Race Competitor Information Page.

20. 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 2018 **Standing Race Regulations**, which are available for download on the web site. A copy will also be available in the signing on office.

21. 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.

Continued Overleaf



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Standing Start Procedure for All Grids (Except Races 2 and 6)

All standing start race countdowns will commence in the assembly area with a 1 minute & 30 sec board being shown. Cars will complete a green flag lap behind the Safety Car commencing immediately on leaving the assembly area. On completion of this lap the safety car will peel off into the pits and cars will line up on the grid, in order. 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 the assembly area. In that instance the race may be reduced to compensate for the time taken for the second green flag lap.

Standing Start Procedure for Races 2 and 6

Those races that will have a Standing Start, MUST form up in the assembly area as per the timetable or as instructed by an announcement. Cars will be released onto the circuit in qualification grid order AND MUST STOP ON THE GRID as directed by the start line officials. (Q 12.11.3)

Cars are then under Parc Ferme conditions, however tyre pressures can be adjusted. But wheels/tyres cannot be changed.

There will then be a 30 minute (or less) break for a grid walkabout.

After the grid has been cleared of spectators etc, and the drivers ready in their cars, there will be a one minute countdown; 30 second board and then the cars will be flagged away for the Green Flag lap behind the Safety Car.

All competitors must maintain grid position on this lap as failure to do so may result in them being penalised.

Once this lap is completed, "each competitor should return to his/her grid position to be ready for the start. When the grid is reformed" the 5 second board will be shown and 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.

Circuit Entry and Exit

Circuit entry will be via the Assembly Area.

Circuit exit will be as directed by the Pit Lane Marshals to one of the following.

Exit E1 – Parc Ferme

Exit E2 – Paddock

Exit E3 – Equipe GTS/Pre 63 and 3Hr Relay Competitors Only.

Please Note

The Pit Lane Speed limit is 60kph.

Equipe 3 Hour Classic Relay – Race 6

This race will run to the Equipe 3 hour Classic Relay Additional Supplementary Regulations, as available on the Equipe website, with the Entry Form.

Equipe 3 Hour Classic Relay – Race 6 Qualifying

For Qualifying all cars must go to the Assembly area to be noise tested and to then join the circuit at the following times:

Group A - 10.45

Group B - 11.00

Group C - 11.15

Group D - 11.30

For the Race the starting car only from each team should go to the assembly area by 15.30

The starting grid of one car per team will then be released to the circuit at approx. 15.35 just prior to the afternoon tea break

Garages

The garages for this event are for the sole use of Equipe Classic Racing who are organising the Equipe 3hr Classic Relay on Saturday and Equipe 30 minute race on Sunday.

No vehicle access to Paddock 1 (See Paddock Plan) behind the garages will be available on either day for non Equipe Classic Racing competitors.

If you have booked and paid for a garage then you will be refunded accordingly after the meeting.

MG Trophy competitors will receive their garage instructions directly from the coordinator.

MSV Notices to Competitors

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's, 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.

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.

John Hutchison – Secretary of the Meeting