

These Final Instructions carry the same force as the ASR's for this Meeting. We thank you very much for your entry. This Meeting will be held on the Snetterton 200 circuit, length 2 miles (3.19km) and has been inscribed with the FIA as an NEAFP.

MSUK Permit No. 206516 Interclub

MSUK Steward: Brian Hemmings

Trainee MSUK Steward: Lynne Spurr

Club Stewards: Fergus Whatling, Ian Hattersley

Race Director: Andy Dee-Crowne

Clerks of the Course: Julian Floyd (Snr), Andy Dee-Crowne, Ken Tyrer, Nick Fielding, Abbi Fulbrook

Assistant Clerk of the Course: Julie Fielding

Secretary of the Event: Donna Peters

Assistant Secretary of the Event: Myra Whatling

Chief Medical Officer: TBC

Chief Scrutineer: Jeff Nixon

Chief Timekeeper: Nick Palmer

Safeguarding Officer: Julie Fielding

REMINDER PRE-EVENT:

Transponders:

If you need to hire a transponder you will need to order and pay for the hire in advance from Timing Solutions Ltd (TSL). www.tsl-timing.com, Phone: +44 (0)1827 285666. They will be available for collection on the day in race admin. There is no physical access to timekeepers during the event.

1. Admission to the Circuit:

Please use main entrance. Gates will open at 19.30 on the Friday for those not testing. The paddock must be vacated by 21.00 on Sunday night.

2. Tickets and Paddock Access:

You will be sent via e-mail four e-tickets, which will admit you and your vehicle to the circuit. You are advised that MSV's ticket policy is that children of 12 years and over must be in possession of a valid ticket to attend a race meeting. By entering this Meeting you accept that no claim shall be brought against the Club, MSV or its agents in the event of damage being caused to a vehicle as part of an incident recovery process.

3. Paddock and Garage Allocation:

As per the Paddock Plan - available on the HSCC App & Website, please park in your allocated area and give consideration to your fellow competitors by not using unnecessary space.

4. Signing-on and Documentation:

You must complete and submit the Electronic declaration to the office prior to the event.

5. Non UK Competitors:

Competitors intending to race with a competition licence which is NOT issued by Motorsport UK should be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent FIA ISC Article 2.3.7 applies)

6. Scrutineering:

The HSCC has a policy for 100% scrutineering it is the competitors responsibility to make sure this is done and that they have a scrutineering ticket before qualifying. **Competitors allocated Garage space will be scrutineered in situ at the time shown below. If you are taking part in Free Practice or Paddock Allocated Space Races you must go to the Scrutineering bay with your vehicle to be scrutineered. Please have with you, Helmet, Overalls, and other Safety Wear with you for examination. Please queue in an orderly fashion when attending the Scrutineering Bay. There will be pre-event checks available from 3.00pm – 6.00pm on Friday 24 April** for those who are concerned they may miss their slot on the Saturday. **Where appropriate FIA papers or HSCC VIF's are required as per your Championship/Series Regulations.**

Scrutineering times for grids will be as per below:

Saturday 25 April:

7.30am Open Wheel Free Practice
8.00am Closed Wheel Free Practice
8.30am Historic Formula Ford 2000
9.00am Alfa Romeo & Italian Intermarque
9.30am Classic Formula Ford
10.00am Guards Trophy
10.30am Historic Formula Ford
11.00am F3 500

Sunday 26 April:

7.30am Closed Wheel Free Practice
8.00am 70s Road Sports & 105-Cup
8.30am Mutton Grand Prix
9.00am Historic Road Sports, Historic Saloons & ARII Pre'85

7. Drivers Briefings:

There will be a compulsory briefing for all grids as per the timings listed below. Briefings will be held on the First Floor of the Circuit Administration Building above the Pits. Drivers who have not previously competed on the Snetterton 200 Circuit must report to the Clerk of the Course for a Briefing. Prior to taking part in the event. Any driver who does not participate in a briefing will need to see the Clerk and will be subject to a fine.

Saturday 25 April:

10.15am Classic Formula Ford
10.45am Historic Formula Ford 2000
11.15am Alfa Romeo & Italian Intermarque
11.15am Historic Formula Ford
11.45am F3 500
12.15pm Guards Trophy

Sunday 26 April:

9.30am 70s Road Sports, 105 Cup, Historic Road Sports, Historic Saloons & ARII Pre'85
10.00am Mutton Grand Prix

8.Engines & Silencing

All competitors should ensure that their car complies with NCR 7.8.2 silencing regulations which will be either 105db GT and Touring Cars or 108db for all other classes. Please note that racing engine cannot be run before 8.30am or after 6.45pm on either day.

9.Roadways:

Within the Paddock area the roadways must be kept clear of all vehicles at all times.

10.Pit Wall & Grid Safety:

Entrants must confine team members using Pit Wall to a maximum of two personnel per competing car and advise all personnel to follow Pit marshal's instructions without argument. The Pit Wall must be clear of all personnel for all race starts. No personnel are allowed on grid.

11.Practice Sessions and Races:

All drivers should go to the Assembly Area 15 minutes before their published session time or when called by marshals or paddock announcement and then proceed onto the circuit as directed. N.B. Sessions may begin before the published time so please be ready and listen for paddock announcements. After the chequered flag, drivers should slow down and return to the Paddock as directed by the marshals.

12.Qualification:

For the purposes of NCR Ch.12App.6 Art.3.2 All drivers entered for a race must complete a minimum of three laps in official practice to qualify. Drivers must practice in the relevant session for every race entered. Drivers wishing to practice out of session must obtain written permission from the Clerk of the Course and will start the relevant race from the back of the grid. The fastest time set by each car will determine grid position.

13.Reserves:

Subject to qualification, reserves will be admitted to the races in the order published in the entry list if spaces are available.

14.Grid Formation:

Will be as per the Championship/Series regulations or as directed by the Clerk of the Course.

15.Race Start Procedure:

All Races unless notified will be a standing start. With the exception of the **Guards Trophy** who will have a rolling start.

For F3 500 see 'Special Notes'.

15.Race Start Procedure continued.

All drivers must proceed to the assembly area 15 minutes before the scheduled start time of their race, or when called by marshals or paddock announcement. Pre-gridding and the 1 minute and 30 second countdown will take place in the Assembly Area following which drivers will be released onto the circuit, at the discretion of the Clerk of the Course cars will do one complete lap and then proceed to the Grid. This will constitute the 'green flag lap'. Should there be a change in weather conditions which would necessitate an additional green flag/formation lap the race duration will commence once the last car starts the additional green flag/formation lap.

16.Please make sure you know which line on the grid to stop at.

Upon arrival at the Grid, drivers should take up their positions as quickly as possible and, as soon as the last car is in position, the 5-second board will be displayed before the red lights are shown, followed between 3 and 5 seconds later by the red lights being extinguished denoting the start of the race.

Rolling Start:

Drivers should proceed to the Assembly Area 15 minutes before the scheduled start of their race. Pre-gridding will take place in the Assembly Area and drivers will be released onto the circuit behind a Pace Car for a green flag lap and then into the start procedure. The Pace Car will, if clear, turn off its yellow flashing lights and will then turn into the Pit Lane. Competing cars must then hold their position and speed as the front row of the grid approaches the start line. The red lights on the starting gantry will be extinguished denoting the start of the race but there is no overtaking or changing of direction for any cars prior to crossing the start line. Any car which falls more than 6 car lengths behind the row in front during the Pace Car Lap(s) thus being judged as penalising all following cars at the startline will be subject to a penalty unless it is the result of mechanical problem in which case the driver should raise an arm. Only under these circumstances may following cars overtake that car before the start line. Any infringements of the race start procedure may result in a time penalty of up to 60 seconds.

17.Should circumstances at the event change such as but not restricted to Track Conditions or Weather the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified by Bulletin at the earliest opportunity along with being advised of the number of Pace laps. The procedure will be (unless otherwise advised): Cars will be released from the assembly to do one (or more) rolling laps behind the Pace Car, forming into their grid positions towards the end of the lap in preparation for the Pace Car to turn off its lights and pull into the Pit Lane after which drivers should hold their grid positions until the red lights are extinguished at the Startline. There must be no overtaking until your car has crossed the Startline.

18.Practice Starts/Weaving:

Notwithstanding any provision in the National Competition Rules if in the opinion of the Judges of Fact or the Clerk of the Course, drivers who indulge in practice starts, or excessive weaving during the warm up/green flag laps, will render themselves liable to a penalty up to and including exclusion.

19.Suspension of Race:

The Clerk of the Course may suspend a race under safety car conditions by bringing the race to a stop and stopping the race duration clock. The restart of the race will be behind the safety car where the race duration clock will be restarted.

20.Race Stops:

Should any race be 'red flagged', notwithstanding the provisions of NCR Ch.12.App.9Art App.9.1- App.9.3, it may be restarted at the discretion of the Clerk of the Course and if time permits, for the remaining scheduled distance. Only cars running at competitive racing speed when the red flag is displayed, will be allowed to take part in the restarted race and 'Parc Fermé' conditions will apply between the red flag being shown and the start of the restarted race. The grid for the restarted race will be the order in which the cars passed the Finish Line at the end of the lap preceding the lap on which the red flag was shown and the result of the race will be the order in which the cars cross the Finish Line when the chequered flag is shown at the conclusion of the restarted race. If a red flag is used twice in the same race, the restart will be put to the end of the normal timetable and will run if time allows.

21.Judicial:

At the discretion of the Judicial officials, Judicial Hearings may be recorded. If a Judicial hearing subject objects, then the Clerk of the Course or Stewards of the meeting may appoint a person to be present and whose sole function in the hearing is to take a contemporaneous note including all questions and replies. Competitors or Entrants are not allowed to record the proceedings.

22.Disposal of Waste:

Would all competitors please be aware that it is no longer acceptable to leave or abandon empty fuel/oil containers, batteries and tyres behind when leaving a venue. Such items are classified as "hazardous waste" and it costs between £10 and £25 per item for safe disposal. Please also be aware that these items MUST NOT be placed in general rubbish skips at circuits; doing so could trigger a £1000 Local Authority Fine. Where it can be identified that a certain competitor or championship is responsible, charges will be passed on. Where it is not possible these charges will have to be absorbed and will then reappear as increased entry fees for all. Your co- operation would be appreciated - take your waste home and dispose of it safely.

23.Use of Video Equipment:

It is only permissible for competitors to use vehicle mounted video recording equipment with the prior approval of MSV and any such equipment must be securely mounted, and in place, prior to vehicle scrutineering taking place.

24.Decals:

Competitors are reminded that HSCC decals must be displayed (one on each side of the car) and, if supplied, race sponsor's decals must be prominently displayed on competing vehicles. Failure to display decals may result in exclusion.

25.Fuel:

Sunoco (Anglo American Oil Company Ltd) will be in attendance and they will be situated in the Paddock by the Fuel Station. If you would like to place a Fuel Order for Sunoco Contact them on 01929 551557. The circuit fuel station will be open on request, by calling at circuit reception and asking for fuel. Please remember to check your Championship regulations before purchasing fuel. At this meeting only fuel in accordance with NCR 8.1.1.7 & 8.1.1.8 are allowed to be used.

26.Animals:

Animals are not permitted at the venue.

SPECIAL NOTES

27.Timing Modules:

Please ensure you have fitted a fully charged and working transponder on your car as per the NCR Ch.12.App.6 Art.2.2. It is vital that everyone has a working transponder. Any car without a working transponder will during qualifying receive a warning, failure to correct this will result in a time penalty of 30 seconds being added to your time for the race.

28.Guards Trophy Scrutineering:

The Guards Trophy cars will be scrutineered in their garages between 8.30am – 9.00am on Saturday Morning. After that time, cars will have to be taken to the Scrutineering bay.

29.Track Limits:

May incur time penalties - Judges of Fact may also be appointed.

30.Speeding in Pit Lane:

The Maximum speed limit is **60kph (37.2MPH)**

31.Testing:

Testing is available on the Circuit on Friday 24 April. Please book online at: <https://testing-v1.msv.com/Calendar/List> or, telephone 0344 225 4423.

F3 500 Procedures

Qualifying:

Qualifying results set the grid for both races.

Rolling start procedure:

Pre-gridding will take place in the Assembly Area and drivers will be released onto the circuit behind a Pace Car for a green flag lap and then into the start procedure.

It is permissible for cars out of grid position to overtake to assume their correct grid place whilst under control of the Pace Car. The Pace Car will, if clear, turn off its yellow flashing lights and will then turn into the Pit Lane. Competing cars must then hold their position and speed approaching the start line in second gear. As the front row of the grid approaches the start line the red lights on the starting gantry will be extinguished denoting the start of the race. Competitors are not required to reach the control line before overtaking.

If the Clerk of the Course is not happy with the pack formation the Red Lights will stay and the pack must complete a second circuit under the green flag.

Safety Car:

Qualifying and races will be controlled by the safety car should it be necessary.

Red Flag Procedure:

Should it be necessary for the race to be halted by a red flag. All cars must return to the Pit lane for any restart.

Guards Trophy Race Penalties:

Notwithstanding those penalties prescribed in the National Competition Rules, reports of non-compliance with these Mandatory Pit Stop regulations may also result in the Competitor receiving penalties as follows.

Guards Trophy Races

This will be a 50-minute race. There will be a mandatory pit stop at which a driver change may take place.

Guards Trophy MANDATORY PIT STOP Procedure:

Each race will have a mandatory pit stop that must be completed (irrespective of the number of drivers in a car) within the notified pit stop window.

Snetterton The Pit Lane will be open for driver changes between the 15th and 35th minute and all cars, even those not changing drivers, must stop rest at their pit garage.

A "Pit Lane Open" board may be shown for two laps after the pit is opened, and a "Pit Lane Closed" board will be shown at the end of the "Pit Window."

All drivers must qualify, and the starting driver must be notified to Race Admin at least one hour before the start of the race.

The pit stop duration will be measured by a median target time (as advised for each circuit) plus a minimum stationary time of 60 seconds. The median target time will be calculated from the pit-in and pit-out lines to comply with the 60 km/h speed limit in the Pit Lane plus the mandatory 60-second stationary time.

Snetterton Pit Stop Duration = 74.7 Seconds

Engines may remain running during any pit stop, including the mandatory one.

Refuelling in the pit lane is not allowed (NCR 12.11.2.2)

Competitors driving solo may remain in the car with belts securely fastened.

Driver Changes:

The driver entering the pit lane may only loosen or undo their seatbelts once the car is stationary. The new driver must securely fasten their seatbelts before the vehicle moves off.

- i. Seat Belt violations: the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.
- ii. If the car is not stationary for 60 seconds (i.e. Time between timing loops being less than the Median time), the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.
- iii. If a car does not stop within the allocated time window, the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.
- iv. Speeding: For any infringement of the pit lane speed limit (60 KPH), the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.
- v. Failure to take the mandatory pit stop: the Clerk of the Course will impose a 'Stop-Go' or 'Drive Through' penalty.

There is no appeal against a 'stop-go' or 'drive through' penalty, and the driver may not complete more than three full laps without entering the pit lane to take the penalty.

The designated area for 'Stop-Go penalties' will be advised at the driver briefing. A Marshal shall also indicate to you where to stop.

Should either a 'Stop-Go' or 'Drive Through' penalty be imposed and notified during the last five laps, or after the end of the race or, depending on the case for duration races during the last 10 minutes, or cannot be imposed for operational reasons, an alternative time penalty of no less than 30 seconds and no more than one minute shall be added to any penalty period and the elapsed time of the car concerned.

