



Motorsport



2 - 3 JUNE 2018
SILVERSTONE

MGLive!
Silverstone Historic GP
2nd/3rd June 2018
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 on the Silverstone Historic GP Circuit under MSA Permit Nos. 106564 Clubmans and 106565 National B and will be inscribed for foreign driver participation. 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, 750 MC, CSCC, VSCC, AMOC, MSVR, DDMC, HSCC, Masters Racing Club, and to registered competitors in any of the Championship/Series races.

1. TICKETS

Each driver & car will receive 4 weekend tickets plus 1 paddock vehicle pass which must be displayed at ALL times. Additional drivers will receive 2 tickets & 1 paddock vehicle pass. Additional personal tickets can be purchased from the Club Office.

2. PADDOCK

Access for teams not taking part in the test day on Friday 1st will be from 3pm onwards. Competitors are urged to park in the area allocated for their championship or race in accordance with the enclosed paddock plan. We request that you minimise the presence of all non-essential vehicles (road cars, trailers, caravans, motorhomes etc.) and park these in the car park.

On Friday 1st Access to the Circuit Paddocks will be from 3pm, and to the Garages when they are vacated by those testing, who are not part of the race meeting.

The paddock speed limit is 5 mph.

THERE WILL BE NO REFUELLING ALLOWED IN THE GARAGES. THERE SHOULD BE NO REVERSING THE PIT LANE AT ANY TIME.

3. SIGNING ON

Signing on will take place in the office on the first floor of the Race Control building between 14.00 & 18.00 on Friday 1st and from 07.30 on Saturday and Sunday. Competitors who are subsequently unable to take part in the meeting **MUST** submit an orange official withdrawal form - available from signing on. Competitors intending to race with a competition licence which is NOT issued by the Motor Sports Association should provide details of their licence (preferably a photocopy) plus a letter from their FIA approved ASN confirming their licence status and giving permission to race in the UK at National Event with NEAFP approval (Art 2 of the FIA ISC). A number of countries now have this printed on their licence. The coordinator for the PBIC MG Cup is Kevin Hewer.

4. SCRUTINEERING

Scrutineering will be available for any race in the scrutineering bay from 14.00 to 18.00 on **Friday 1st (See Over)** and from 07.40 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.

5. COMPETITION NUMBERS

It may have been necessary to request some competitors to run with numbers other than their regular Championship number because of clashing numbers in their race. It is your responsibility to see that the correct number is displayed on your car. Adhesive numbers and backgrounds will be on sale at signing on. Front numbers must face to the right hand side of the car.

6. RACE ENGINES

Race Engines must **NOT** be run before **08.45** hrs. on Sat. or **08.45** on Sun. and after **18.00** on either day.

7. DRIVERS' BRIEFINGS

All Drivers Briefings will take place in Garage 5 (MGCC Welcome Centre) except for Porsche, Equipe GTS and Equipe Pre 63 see below. All Novice Driver briefings will take place in Race Admin Office. Failure to attend any Briefing may result in a fine or endorsement (G5.3.8, H33.1.3, Q8.1.11 and Appendix 1, 13.6).

Briefing Times:

Saturday 2nd

BCV8 and Cockshoot Cup – 10.00am – MGCC Welcome Centre

Porsche Club Championship – 10.20am – Porsche Race Centre

MG Trophy – 11.30am – MGCC Welcome Centre

MGF/TF Race – 12.10 – MGCC Welcome Centre

Equipe Pre 63 and Equipe GTS – 13.00 – Equipe Race Centre

Sunday 3rd

MG Midgets/Sprites and PBIS MG Cup – 10.00am – MGCC Welcome Centre

Ionic 50s – 10.20am – MGCC Welcome Centre

Sports 2000 – 10.50am – MGCC Welcome Centre

All Comers Pit Stop Race – 11.20am – MGCC Welcome Centre

8. NOVICE DRIVERS & THOSE NEW TO THE 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 Briefings, **before** they are allowed to practice. These will take place in the signing on office in Race Control at 17.15 on **Friday**, 08.00 & 09.30 on **Saturday**, & 08.00 **Sunday**. Failure to attend may result in a fine and licence endorsement.

9. QUALIFYING & RACE

Please familiarise yourself with the layout of the Paddock and Assembly Areas. You must form up in the Assembly Area **at least** 20 minutes before the start of your Practice and Race (listen for the PA announcements). At the conclusion of Practice and Racing you should leave the circuit via the pit lane - check speed, max 60kph, and obey the marshals' instructions.

Note: When completing qualifying sessions or races gloves, helmets or seat belts must not be removed until you are back in Parc Ferme or the Paddock as the Pit Lane is considered to be part of the race circuit.

Drivers failing to comply with this may be penalised. The Club reserves the right to run continuous qualifying-Please refer to MGCC's 2018 ***Standing Race Regulations*** for an explanation.

10. AMENDMENTS TO SUPPLEMENTARY REGS.

Currently there are no amendments to the MGCC Supplementary Regulations.

11. 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 MG Welcome Centre situated in Garage 5, unless notified otherwise. Guest races please refer to your race coordinator.

12. ENTRY LIST

Up to date entry lists for all races are available for download via the Club's web site. www.mgcc.co.uk/motorsport

13. OFFICIALS

MSA Steward: Eric Cowcill

Club Stewards: Geoff St John Mitchell, Howard Gosling

Senior Clerk of the Course: Peter Ritchie

Clerks of the Course: Ron Gammons, Andy Green, John Hopkinson

Chief Medical Officer: Neil Bradbury

Chief Scrutineer: Chris Mount

Chief Marshal: Paul Stilling

Chief Timekeeper: Tony Daff

14. IN CAR CAMERAS

Any cameras **MUST** be in place for Scrutineering. All filming is for personal use only, and not for publication.

15. RADIO COMMUNICATION

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

16. RACE LENGTHS

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

17. TRANSPONDERS

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

18. START PROCEDURE, GRIDGING & PIT STOP

[For all start procedures see next page].

Grids: The grid for the double headers [apart from Equipe GTS] will be formed using the second fastest qualifying time. Equipe GTS will use the results of the first race to form the second grid. Where there are two drivers the second driver will start from the back of the grid.

Please see overleaf for the continuation of the regulations.

18. START PROCEDURE, GRIDDING & PIT STOP - Continued

For the Porsche races, races 2 & 7 the following regulations will apply.

Grids will be as determined by the relevant regulations. All competitors will qualify in one session. Qualifying times will then be sorted by classes, with the front of the grid being the Porsche Club Championship competitors in Classes 1, 2 and 4 in their qualifying time order.

Class 3 (Classic Restoracing Boxsters) competitors will be grouped together at the rear, in their qualifying time order.

There will be two clear rows of grid between the last of the Class 1, 2 & 4 cars and the front of the Classic Restoracing Boxster grid.

Pole position for each grid block will remain on the correct side of the grid, as per the track licence

All cars will take the start together, when the Red lights extinguish, as per MSA procedures. There will not be a delayed start.

19. PRE RACE TESTING & WITHDRAWALS

Silverstone Circuit are running a test day on Friday 1st Please contact them direct for bookings. Please note, there are **NO refunds** for entries cancelled after midday on Thursday 31st May.

20. OPERATION OF SAFETY CAR

A safety car will be on standby during both qualifying & racing. It will be deployed from the pit lane exit, in any race 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.

21. RACE STOPS

Competitors 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.

22. 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.

Standing Start Procedure

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.

Split Grids - Races 1, 8 and 12

Races 1 & 8, BCV8s and Cockshoot Cup

There are split grids for Races 1 & 8, BCV8 and Cockshoot Cup. The BCV8s will be gridded at the front of the grid. The Cockshoot Cup cars will be gridded as a separated grid behind the 1st grid. The signal lights will denote the start of the BCV8 Grid, and after a delay of 10 to 20 seconds the Cockshoot Cup grid will be started by the dropping of the Union Flag.

Race 12, MG Midgets and PBIS MG Cup

There is a split grid for Race 12, MG Midgets and PBIS MG Cup. The MG Midgets will be gridded at the front of the grid. The PBIS MG Cup cars will be gridded as a separated grid behind the 1st grid. The signal lights will denote the start of the MG Midget Grid, and after a delay of 10 to 20 seconds the PBIS MG Cup grid will be started by the dropping of the Union Flag.

Rolling Start Procedure for Race 14

For rolling starts the cars will initially be gridded in the assembly area and the race countdown will commence in the assembly area with a 1 minute & 30 sec board being shown, the cars will then complete a green flag lap behind the Safety Car commencing immediately on leaving the assembly area, Cars will NOT Stop on the grid, but continue round on their green flag lap. The Safety Car will turn out its yellow lights at the Wellington Straight and will then turn into the pit road; competing cars must hold their position and speed until the start line red lights are extinguished, denoting the start of the race. (Q12.1.(b)).

Grids & Starts:

Grids will be as determined by the relevant regulations. All competitors will qualify in one session. Qualifying times will then be sorted by classes, with the front of the grid being the Porsche Club Championship competitors in Classes 1, 2 and 4. in their qualifying time order.

Class 3 (Classic Restoracing Boxsters) competitors will be grouped together at the rear, in their qualifying time order.

There will be two clear rows of grid between the last of the Class 1, 2 & 4 cars and the front of the Classic Restoracing Boxster grid.

Pole position for each grid block will remain on the correct side of the grid, as per the track licence. All cars will take the start together, when the Red lights extinguish, as per MSA procedures. There will not be a delayed start.

Race 16 Pit Stop Regulations

- The Race is 40 minutes in length
- The pit lane will be open for the compulsory pit stop between 15 minutes and 30 minutes from the start of the race. A "pit lane open" board will be shown for 2 laps at the start of the pit open period and a "pit lane closed" board for 2 laps after the end of the "Pit Window".
- Competitors entering the Pit Lane for the Pit Stop must have seatbelts fully secured until the car has come to a complete halt in their Pit Bay.
- The Pit Lane Speed Limit is 60kph and will be rigorously enforced. The Penalty will be by a 1 minute Stationary Penalty.
- All two-driver cars will make their change of driver before the Start Line Gantry (in the first half of the Pit Lane) and single drivers will complete their pit stop after the Start Line Gantry (in the second half of the Pit Lane)
- Engines do not have to be switched off
- Competitors who are driving on their own can remain in the car but must remain stationary for 45 seconds. The timing will be by the Pit Marshals.
- Competitors who are sharing a car must ensure that the seatbelts of the second driver are fully secured and may leave the pit bay as soon as the change is complete.
- Failure to comply with the Pit Stop Regulations will result in a Stop and Go penalty of 1 minute being applied.
- Judges of fact will be appointed to ensure compliance.
- No Refuelling is allowed
- In the event of a safety car being employed the pit lane exit will be closed and cars in the pit lane will not be released until the train of cars behind the safety car has passed pit exit, and there is no overtaking after the restart until crossing the start line.