



## ADDITIONAL SUPPLEMENTARY REGULATIONS

### BRITISH MOTOR HERITAGE CLASSIC 4 HOUR RELAY RACE

- R1 **THE RACE** is a Team Relay Race in which the object is to complete as many laps as possible using only the cars and drivers entered in the team. Cars may go out any number of times (subject to any Handicap Limitations; see paragraph R18d) and in any order.
- R2 **DRIVERS** may enter in more than one team and may drive more than one car (in the same or different teams) provided they have qualified in all the cars they intend to drive and carry the correct number/letter combination when on track. Only racing licences are eligible.
- R3 **CARS** must comply with MSA tyre and vehicle regulations and must be silenced in accordance with [C(B)23]. Single seater racing cars are not eligible.
- R4 **TEAMS** will each consist of a maximum of 6 and a minimum of 3 entries, (an entry comprising one car and one driver).
- R5 **IDENTITY.** Entries will be identified by a Team number and an individual letter; numbers and letters will be for sale at Signing-on. **ALL CARS MUST CARRY A TRANSPONDER, WHOSE NUMBER MUST BE NOTIFIED TO THE ORGANISERS PRIOR TO SIGNING ON.**
- R6 **SCRUTINEERING AND SIGNING ON** will be available on Sat 3<sup>rd</sup> and Sun 4<sup>th</sup> October. Specific times will be notified in the Final Instructions. Qualifying will be from 11.00 on Sunday and will last for 1 ½ hours during which time all drivers must complete a minimum of 3 laps in the car they intend to race. The race starts at 1.30 pm and finishes at 5.30 pm.
- R7 **STARTING POSITIONS** will be determined by the organisers.
- R8 **RESULTS:** There will be 2 RESULTS CLASSIFICATIONS, for which all teams will qualify:
- 1) **HANDICAP CLASSIFICATION:** Based upon the total laps completed, plus any credit laps applied by the Handicapper, divided into the following classes:
    - a) ROADGOING (with MOT if applicable) CARS up to 1500cc
    - b) ROADGOING (with MOT if applicable) CARS 1501 – 2000 cc
    - c) ROADGOING (with MOT if applicable) CARS over 2000 cc
    - d) GT & SPORTS RACING CARS and non-road going cars up to 1500cc
    - e) GT & SPORTS RACING CARS and non-road going cars 1501 – 2000 cc
    - f) GT & SPORTS RACING CARS and non-road going cars over 2000 cc
    - g) Pre 1955-built cars or those recognised by MGCC
    - h) Pre 1966 cars or those recognised by MGCC.The MGCC reserve the right to amend or create additional classes / awards depending on entries received.
  - 2) **GENERAL CLASSIFICATION: based upon the total laps completed within the race distance.**
- AWARDS** will be as follows:-
- Overall Winning Team on Handicap.
  - Overall Winning Team on The Road.
  - 2<sup>nd</sup> and 3<sup>rd</sup> Overall Team on Handicap.
  - 2<sup>nd</sup> and 3<sup>rd</sup> Overall Team on The Road
  - 1<sup>st</sup> in Class Team on Handicap : In ALL Classes
- No team may win more than one trophy. The winning team in the general classification is not eligible for any handicap awards. The MGCC may add additional Class awards depending upon entry levels.
- R9 **PROVISIONAL RESULTS** will be published as soon as possible after the end of the race. Any protest must be lodged in accordance with MSA GR [C (d) 46-56]. Interim position bulletins will be published at regular intervals during the race. These interim results remain provisional for 30 minutes only after publication.
- The Awards Presentation will be held at the MG Welcome Centre at approximately 6.00 pm. Teams not attending may forfeit their Awards.**
- R10 **ENTRIES** open on publication of these regulations and close on 16<sup>th</sup> September 2009. The entry fee is £750 per team and this includes the use of a pit garage from 10.00 a.m. Sunday. The maximum number of team entries taking part will be 26. Entries will be selected at the organisers' discretion and suitable entries will be accepted in order of receipt after the opening date. No team will be accepted unless their application is accompanied by properly completed entry forms as specified in (R4) above and the full entry fee. Substitute entries may be accepted up to 10.30 on race day.
- R11 **SUBSTITUTIONS:** Applications from team managers to substitute an entry or change drivers or cars or may be considered. Such applications must be made in writing to the secretary of the meeting by 10.30 on race day.
- R12 **ENTRIES CANCELLED** in writing prior to 29<sup>th</sup> September 2009 will be refunded less a 10% administration fee. See SR's page1 section 16.
- R13 **OFFICIALS** of the Meeting are as given in paragraph 23 on page 1.
- R14 **MARKING AND PENALTIES** will be as per the appropriate section of the MSA Blue Book 2009, except for the following which are altered:
- R15 G47: Handicaps will be based upon the Handicapper's estimate of the potential performance of each team over the four hour period. Both speeds achieved during practice and previous performance of the car/driver combination will be used as a guide.
- R16 G48. Any handicap may be modified after the start of the race if a team significantly improves upon it's set handicap time. Re-handicaps will not be applied during the last hour of the race.
- R17 There will be no penalty for a push start. All other General Regulations of the MSA apply to this event.
- R18 **TEAMS MANAGEMENT**
- a) To make the event more interesting, preference may be given to Teams consisting of the same make or type of car. For Class Award purposes, teams which fall into more than one class will be placed in the highest appropriate class.
  - b) Individuals/Club Secretaries may experience difficulty in collecting a full team and the organisers reserve the right to determine the final formation of teams (bearing in mind (a) above, and the wishes of the individuals). A separate entry form must be submitted for each driver and they should, for convenience, be submitted through a nominated Team Manager, to whom all further correspondence will be sent. Single entries may be submitted to the MGCC and the organisers will attempt to merge them with suitable teams.
  - c) When the majority (two thirds) of a team emanates from one Club, that Club's name may be used in the Team Name. A Club team entry may be accepted even if the Club is not one of those invited, provided the drivers are eligible by way of membership of the MGCC or one of the invited clubs.
  - d) **HANDICAP CLASSIFICATION:** Each Team, except that in 'scratch' position, will be allocated a number of credit laps, presumed to have been run prior to the start of the race. If the handicapper considers that one or more of the cars in a team are substantially quicker than the remainder, he will assume that all cars in any team are to run for equal periods of time and will apply a limit to the maximum number of laps such a car or cars may complete. Any laps completed in excess of these maxima will not be credited to the team when calculating the handicap results but, for the purposes of the General Classification (R8 (2)), will be counted. Thus, Team Managers may, during the course of the Meeting, have to decide whether to concentrate on the Handicap or the General Classification.
  - e) **CAR CHANGE-OVER:** Each Team may have 1 car waiting in the pit garage ready to go out with it's engine running when it's team member on the circuit is due to come in. The outgoing car may not leave the team pit until it has been passed by the incoming car. (Each change-over will be monitored). Driver changes are not permitted in the pits. A safe and reasonable pit speed in the pit lane must be maintained by both incoming and outgoing cars. Marshals will be appointed as judges of this fact, with loss of 1 lap for offenders and possible exclusion for more than 1 offence. Refuelling is not allowed in the pits. If a team is ever found to have more than one car on the track at the same time then the laps covered by ALL those cars whilst this situation existed will be discounted, save that in the event of a car stopping out on the circuit for a reason beyond the drivers control, a replacement car may be sent out by the team manager, provided that the stricken car remains immobilised. However, should it subsequently return to the pits under it's own power the team will lose two laps.
- SAFETY CAR:** In order to prevent the race being stopped a Safety Car may be used. Full information will be given in Final Instructions but, in so far as the use of the Safety Car affects the handicap positions, time spent behind the safety car will be considered to be 'dead time' and will not count when computing the results. The handicap will be progressively adjusted to allow for the time notionally 'lost' and every effort will be made to provide Team Managers with up-to-date assessments as the race progresses.
- SPECIFICATION OF RACE VEHICLES:** Most of the cars entered will normally be used in other Racing Championships/Formulae. In order that the handicaps can be correctly computed, it is a condition of entry that all entries must state what championship or formula the car normally competes in and whether it is being raced in accordance with the pertinent regulations of that championship/formula or whether any alterations have been made (e.g. tyre type, engine size/specification, the fitment of aero-screens to replace full screens, additional carburettors, change of camshaft etc) These items will be checked at random, both during scrutineering and during the race and anyone discovered to have not declared any such modifications may either be excluded or have their handicap 'credit laps' amended accordingly.
- R19 **DECLARATION OF FASTEST LAP:** Each driver will be required to supply evidence of his/her fastest lap at this circuit (or another UK circuit if not applicable) by way of an official race results sheet, in order to aid the setting of realistic handicaps. Failure to provide such evidence may result in refusal of the team entry and will result in the team being handicapped according to any lap record of a similar vehicle, or any other method which the handicapper/s or organisers may choose. Any falsification of evidence of fastest lap will result in the refusal of the team entry or subsequent disqualification.



# SNETTERTON SUN 4<sup>th</sup> OCTOBER 09

## DRIVER ENTRY FORM

### BRITISH MOTOR HERITAGE CLASSIC 4 HOUR RELAY RACE

**Note:** The Relay entry forms, pages 4 & 5 do not contain interactive fields and must be submitted by fax or post.

TEAM DETAILS
<b>Team Name:</b> (Please Print)

DRIVER DETAILS			
<b>DRIVERS NAME:</b>	<b>SPONSOR'S NAME FOR PROGRAMME:</b>		
<b>ADDRESS:</b>			
			<b>POST CODE:</b>
<b>TEL: (day)</b>	<b>TEL: (eve)</b>	<b>Mobile:</b>	
<b>EMAIL: (Please PRINT, we know it's lower case!)</b>			
<b>MSA LICENCE NUMBER:</b>	<b>ENTRANTS NAME &amp; PERMIT NUMBER IF NOT DRIVER:</b>		
<b>ELIGIBLE CLUB: (If not MGCC)</b>	<b>MGCC MEMBERSHIP NO:</b>	<b>Expiry:</b>	
<b>MEMBERSHIP NO:</b>	<b>HAVE YOU RACED AT THIS CIRCUIT IN IT'S CURRENT FORMAT BEFORE?</b>		

CAR DETAILS			
<b>CAR MAKE, MODEL, TYPE:</b>		<b>CC:</b>	<b>COLOUR:</b>
<b>YEAR:</b>	<b>CYLINDERS:</b>	<b>S'CHARGED/ TURBOCHARGED: YES / NO</b>	
<b>TYRES:</b>	<b>LIST 1A    LIST 1B    RECOGNISED RACE TYRES</b> (Please circle as appropriate)	<b>TRANSPONDER NUMBER:</b> (Required at this meeting)	
<b>CHAMPIONSHIP / SERIES / FORMULA NORMALLY RACED IN:</b>			
<b>ENTRED AS PER ABOVE SPEC? YES / NO (If NO, please list changes)</b>			

FASTEST LAP DECLARATION	
<b>WHAT IS YOUR BEST LAP TIME AT SNETTERTON IN THIS CAR?</b>	<b>DAMP / WET / DRY</b>
<b>IF NOT AVAILABLE LIST ALTERNATIVE UK CIRCUIT :</b>	<b>DAMP / WET / DRY</b>
<b>A COPY OF THE RESULT SHEET MUST BE SUPPLIED TO CONFIRM THE DECLARED LAP TIME</b>	

NAME & ADDRESS OF RELATIVE OR FRIEND TO BE NOTIFIED IN CASE OF A SERIOUS ACCIDENT		
<b>NAME:</b>	<b>RELATIONSHIP:</b>	<b>TEL. NOS:</b>
<b>ADDRESS:</b>		<b>POST CODE:</b>

FINALLY
<b>This completed form, together with your results sheet should be given to your Team Manager who should submit the complete Team Entry, together with the Fee set out below to:</b>
The MG Car Club, Kimber House, PO Box 251, Abingdon, Oxon. OX14 1FF. <b>Tel:</b> 01235-555552 <b>FAX:</b> 01235-533755 <b>Email:</b> stevecarr@mgcc.co.uk

ENTRY FEES					
<b>The Team Entry Fee for the Relay Race is £720 if paid in one payment.</b>					
<b>If drivers wish to split the fee between them, the following payments should be made:</b>					
<b>No. of Payments:</b>	2	3	4	5	6
<b>Sum to pay each:</b>	£365	£247	£188	£152	£128



# SNETTERTON SUN 4<sup>th</sup> OCTOBER 09

## TEAM ENTRY FORM

### BRITISH MOTOR HERITAGE CLASSIC 4 HOUR RELAY RACE

TEAM DETAILS		
TEAM NAME:		CLASS ENTERED: (Please refer to R8)
TEAM MANAGER:		
ADDRESS: (Block capitals please)		
		POST CODE:
TEL: (day)	TEL: (eve)	MOBILE:
EMAIL: (Please PRINT, we know it's lower case!)		

CAR & DRIVER DETAILS				
	Name	Car: Make / Model / Type	Capacity -cc	Best lap Time at Snetterton
<b>A</b>				
	Usual Championship / Formula:		Same Spec?	YES / NO
<b>B</b>				
	Usual Championship / Formula:		Same Spec?	YES / NO
<b>C</b>				
	Usual Championship / Formula:		Same Spec?	YES / NO
<b>D</b>				
	Usual Championship / Formula:		Same Spec?	YES / NO
<b>E</b>				
	Usual Championship / Formula:		Same Spec?	YES / NO
<b>F</b>				
	Usual Championship / Formula:		Same Spec?	YES / NO

RELAY RACE	
<b>The Team Entry Fee is £720 if paid in one payment. If drivers wish to split the fee see bottom of page 4</b>	
I AM ENCLOSING A CHEQUE FOR £ .....	PLEASE CHARGE MY CREDIT/DEBIT CARD WITH £ .....
Valid From: <input type="text"/>	Expiry Date: <input type="text"/>
Switch Issue No. <input type="text"/>	Security Code <input type="text"/>
CARD NUMBER: <input type="text"/>	<input type="text"/> = Switch Maestro
If cardholder is not the Team Manager, please enter their full name and address below – required for security.	

SIGNED	
TEAM MANAGER'S SIGNATURE:	DATE: