



CLASSIC SPORTS CAR CLUB

Snetterton Sizzler Race Meeting
300 Circuit, 14th/15th August 2021
Final Instructions



Snetterton

This meeting is organised by the Classic Sports Car Club. Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), including Covid-19 specific guidelines and the event Supplementary Regulations. These Final Instructions should be read in conjunction with any further instructions or bulletins issued by the organisers.

Motorsport UK permit number 120920 (Interclub). This event is NCAFP inscribed.

1 ACCESS:

Access to the venue and paddock is by personnel passes sent by email: 1st Drivers - 4, 2nd Drivers - 2.

There are no paddock vehicle passes. This event is open to the public who are now able to enter the paddock, those with competitor tickets are also able to access spectator areas. To return to the paddock you MUST be in possession of a valid e-ticket on your person.

Wrist bands are no longer needed for the assembly area or pit lane, but access here is subject to the usual Motorsport UK rules. Coloured, race specific wrist bands are however required for anyone accessing the pit wall, for the purposes of signalling or timing only (Q12.25.5a). Each entry (including two driver teams) will be given two pit wall wrist bands only, please do not ask for more, this is a safety measure.

Pit wall wrist bands will be given at the drivers briefing, held at the scrutineering bay before your practice session.

No wrist band or the wrong colour band = no access to the pit wall for any person, sorry.

In the interests of safety, the Club and Motorsport UK officials reserve the right to further restrict, or remove wrist bands at any time.

For the benefit of doubt, you no longer need a wrist band for the Assembly Area or Pit Lane (only for the Pit Wall), subject to usual MSUK regulations.

Absolutely no animals allowed at the venue.

Event days	Friday	Saturday	Sunday
Not Testing on Friday? No access until:	17:00		
Racing on Sunday? No access until:		18:00	
No racing engines to be run before:		08:30	08.30
No racing engines to be run after:	18:45	18:45	18:45
No paddock generators running after:	22:30	22:30	
Paddock to be vacated by:			21:00

2 MEDICAL and HEALTH:

The latest Motorsport UK Covid competitor guidance can be read here:

<https://www.motorsportuk.org/covid-19/>

<https://www.motorsportuk.org/wp-content/uploads/2021/07/2021-07-30-getting-motorsport-back-on-track-race-appendix.pdf>

It is requested that you wear a face covering any time it may be foreseeable that social distancing is not possible, such as when inside a building, for example race control, race administration, timekeeping, the restaurant and toilets. Your briefing and prize giving will be held in the scrutineering building, which is well ventilated and spacious.

Anyone that develops Covid like symptoms during the event must not attend the medical centre, instead they should contact the Covid 19 officer on 07305 041990, before leaving the venue and contacting their doctor or dialling NHS 111.

2 MEDICAL and HEALTH continued:

Please can all competitors and crew members bring their own face covering, and hand sanitizer. The fully staffed medical centre is open throughout the event, primarily in case of any more serious injuries to competitors, therefore please can you all bring your own first aid kits to treat very minor injuries.

3 DRIVER CONTACT NUMBER:

All drivers must have a working mobile phone at the event so that officials can contact them in the paddock. Please ensure that your mobile number is correct within your ProSolve account and you are ready for a call at any time during the event. You can change your mobile number yourself within your ProSolve account. Please note Q.11.3.1. Mobile phones are prohibited from being carried in the competing vehicle whilst on the circuit.

4 ENTRY AMENDMENTS:

Please inform the Secretary of the Meeting immediately on 01225 810655 or e-mail:

info@classicsportscarclub.co.uk if you know that you will be **unable to take part in your race, this is important**, as a reserve may be able to take your place and it ensures the race grid is correct. On Friday afternoon and on race days she can be reached on 07305 094376.

Double check that every aspect of your entry is correct in the entry list NOW. Is your car in the correct class? Is your car number what you expected, in all the races you are entered? Has your second driver entered and are they showing in the entry list? If you need to make a substitution (either car or driver but not both) before the start of competition, please speak to the Secretary of the Meeting at the earliest opportunity. Please refer to D25.1.12.

The latest entry list can be found at <https://www.classicsportscarclub.co.uk/snetterton>

5 SIGNING ON and RACE LICENCE:

Signing on MUST be done in advance, from Thursday 5th August, there is no signing on at the meeting. Any competitor not digitally signed-on and scrutineered by 17:30 Wednesday 11th August, may have their e-tickets revoked, be issued with a Motorsport UK fine and may not be allowed to compete.

<https://cscrm.prosolvehosting.co.uk:485/login.aspx>

A step-by-step video of how to sign on for this event can be viewed here: <https://vimeo.com/433595089>

Once you have accessed your account details you must ensure that your mobile number is correct, if not, please change this within your ProSolve account.

Any driver who has NOT previously sent a copy of their 2021 licence must scan or photograph a copy of their licence and either:

1. Email it to info@classicsportscarclub.co.uk, by 17:30 Wednesday 11th August.
OR
2. Upload your licence within your ProSolve account, by 17:30, Wednesday 11th August.

You will not be allowed to compete until we have received your race licence this season. For the benefit of doubt this means if you have already sent us your 2021 licence this season, you don't need to do this again.

6 TRANSPONDERS:

All competitors are required to use an AMB/MyLaps 260 or equivalent MyLaps X2 model, either direct-powered or battery transponder. It should be mounted and located as per the manufacturers instructions. If you need to rent a Transponder this MUST be done in advance via the TSL website store, you will not be able to hire a transponder from the timekeepers at the circuit. <https://www.tsl-timing.com/Store>

7 BULLETINS AND AMENDMENTS:

Competitors must regularly check the electronic notice board at <https://www.classicsportscarclub.co.uk/snetterton> throughout the event. This is where amendments, official bulletins and other documents will be listed.

8 SCRUTINEERING, VIDEO and RADIOS:

On Saturday all Liqui Moly Slicks and Verum Builders Open Series cars will be scrutineered during the morning, either before or after practice, in or near the garages.

On Sunday, Adams & Page Swinging Sixties Group 1 cars will be scrutineered during the morning, either before or after practice, in or near the garages.

All cars in other series will have basic checks after they enter the assembly area. A more thorough, random inspection could take place on any car at any time.

Pre-event self-declaration via the Prosolve link on the previous page, is mandatory for all cars and drivers. **You must complete this information in full before 17:30, Wednesday 11th August.** Any in-car video equipment which is to be used, must be fitted to the vehicle prior to practising. The Club/Venue have the right to retain video footage. The use of radios including pit to car/car to pit, are permitted in pit stop races at this meeting, but must have an appropriate licence, to be made available for inspection if required.

Please note, new for 2021: Q.11.3.1. Mobile phone or tablet devices are prohibited from being carried in the competing vehicle whilst on the circuit.

9 DRIVERS BRIEFING(s):

Drivers briefings are mandatory for all drivers and will be held in the Scrutineering bay. Every driver, regardless of experience must attend a briefing before they practice. Please arrive early, to allow time to receive wrist bands, a roll call and (where relevant) which driver is racing first. If you miss your series briefing you will be asked to attend the next scheduled briefing before you are allowed to practice. This could leave you short of time, therefore don't be late in the first place!

If this is your first ever race the Motorsport UK Clerk will ask you to stay behind for a few more minutes, after your mandatory briefing.

If you do not attend a briefing you may be liable for a Motorsport UK Fine of £205 (G.5.3.8)

10 ASSEMBLY AREA:

Practice: As drivers approach the assembly area in one orderly queue, prior to noise testing, before practising they will have their cars noise tested. Competitors are referred to Motorsport UK regulation J5.18.1 that will apply at this meeting. The circuit also has drive-by noise meters in operation.

Race: Keep an eye on announcements and TSL live timing. Arrive early, we have large grids to organise in what is a small assembly area and if a red flag occurs in the session before yours we may start your session early. If you are not ready for 'starters orders' you run the risk of becoming a pit lane starter or losing your place to a reserve. See 20. Consecutive Sessions.

11 FLAG SIGNALS:

Signal lights exist at strategic parts of the circuit, to supplement flag signals. These signal lights carry the same authority and jurisdiction as flag signals. The showing of red flags and/or red lights at all marshal's posts signifies that the practice or race has been stopped.

If a red flag is displayed during a practice session, return to the pit lane. In a race, stop on the grid.

Pit Lane Exit: competitors must not exit the pit lane when the red light at the pit exit is illuminated.

12 STOPPING ON TRACK:

Should you stop on track it is vital to give a 'thumbs up' signal when approached by a Marshal to indicate you believe you are in good health and can exit the car to a place of safety without their assistance.

Then move yourself to a position of safety, respecting social distance from any Marshals or recovery staff. If you remove your steering wheel to get out, make sure it is securely replaced on the steering boss and do not leave the area of your car unless requested to do so. You will be required to steer the car when being recovered.

If you have a disability or impairment that may hamper your ability to exit a vehicle without assistance please notify the Secretary Of The Meeting at the earliest opportunity.

13 TRACK LIMITS:

Any car driving beyond the extent of the race track surface, to include kerbs, and driving on the grass/dirt through corner cutting and running wide, may, if adjudged to have done so, be subject to the issuing of a time penalty or in the case of a more serious offence or repeated offence be subject to a drive through penalty. Competitors should be aware of Q12.22.1.b but note that in practice if a report is received, then the fastest lap time will be removed (this may not be the lap that you drove off circuit). This can be done as often as is required. In races, a rising scale of penalties will be applied according to the number of times a car is reported to have exceeded the track limits.

>1st report: No action

>2nd report: Black & white warning flag

>3rd report: Five-second time penalty

>4th report: Ten-second time penalty

>5th report: Drive-through penalty (May be replaced by a time penalty if less than 10 mins. of race time remaining)

>6th report: Black flag

14 PITS / PIT LANE:

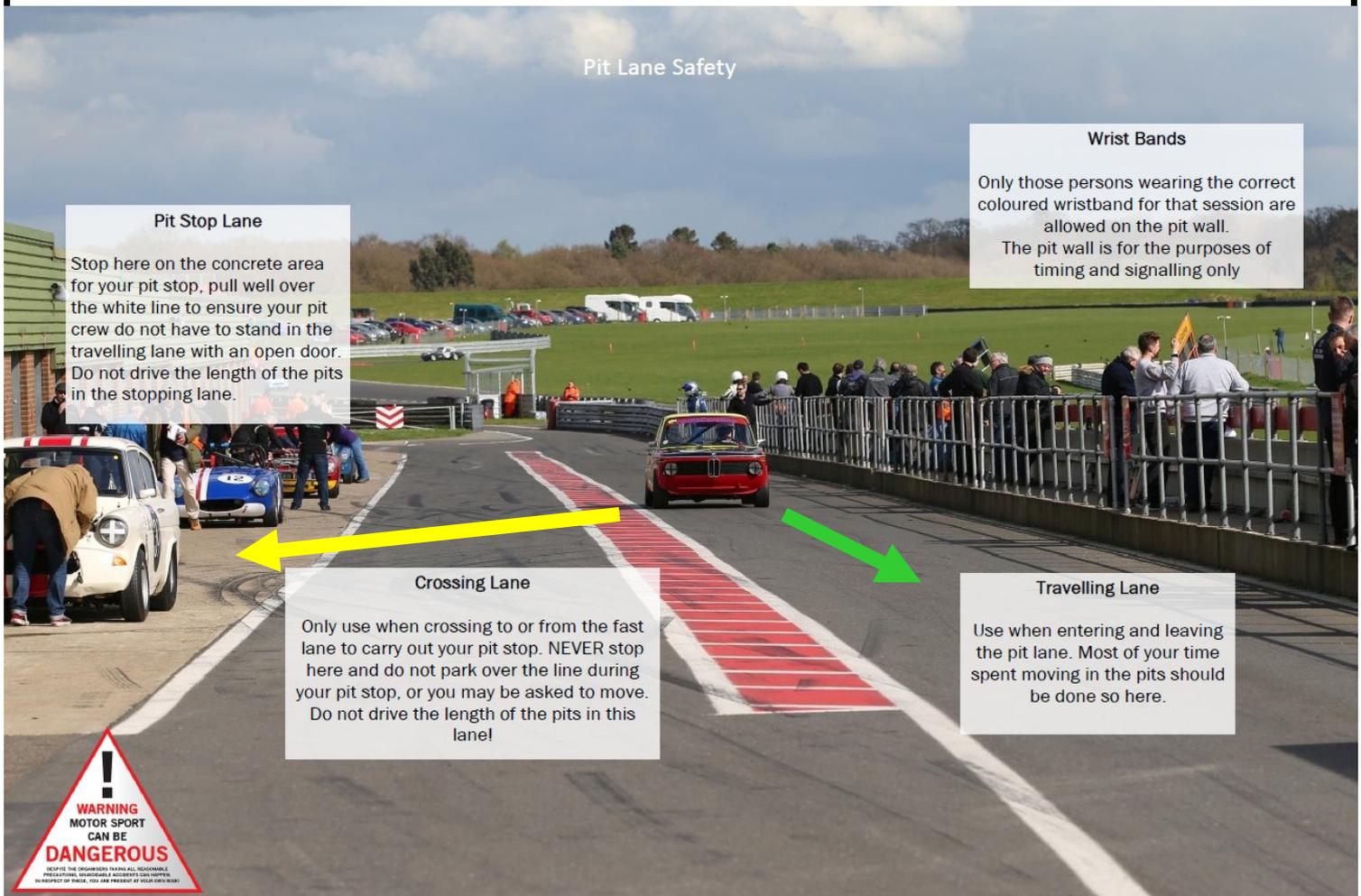
Please read and understand the two-minute pit stop regulations on the CSCC website.

The pit lane speed limit is **60kph**. The pit-in timing line is at the same location as the 60 kph speed limit board, whilst the pit-out timing line is where the 60kph limit ends.

When stopping in the Pit Lane, cars will remain parallel to the pit lane.

A wheel/tyre change will only be permitted during a race if it is to replace a damaged wheel/tyre.

No person under the age of 16 is allowed in the pit lane. No smoking or vaping and no refuelling may take place in the pit lane and the riding of motorcycles is forbidden. The Penalty Box is towards the end of the pit lane.



- Be flexible about where you stop in the pit lane. Ask your mechanics/driver to come to you in an area of space.
- Be prepared to change your plans: don't impede a rival or create an unsafe situation.
- Park behind a car already stopped in the pit lane, not in front of it, they should be gone before you.
- If you are impeded, please contact the Judicial Clerks within 30 minutes of race end, with video evidence.
- Do not short stop, it is a 2 minute minimum pit stop. Any less and you will receive a penalty.

15 SAFETY CAR:

A Safety car may be used in all Practice and Race Sessions as per Q Appendix 3. of the "Blue Book".

It will enter the circuit via the pit exit and exit the circuit via the pit entry.

"SC" board and waved yellow flags will be displayed on the Start/Finish Line and simultaneously around the circuit. No overtaking but maintain a speed to catch up the car in front.

Q(Ap.3).1.8. While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

If the leading car is not behind the Safety Car, the Safety Car may wave past a car until the leading car is behind the Safety Car. If waved past, increase your speed so to re-join the rear of the convoy.

On the Restart, the Safety Car will extinguish its lights with approximately 50% of the lap left. Maintain station and speed set by the Safety Car.

As the Safety Car enters the pit lane, the "SC" Boards and Yellow flags will be withdrawn and replaced with a Green Flag on the Start/Finish Line and simultaneously around the Circuit. No overtaking before the Start Line.

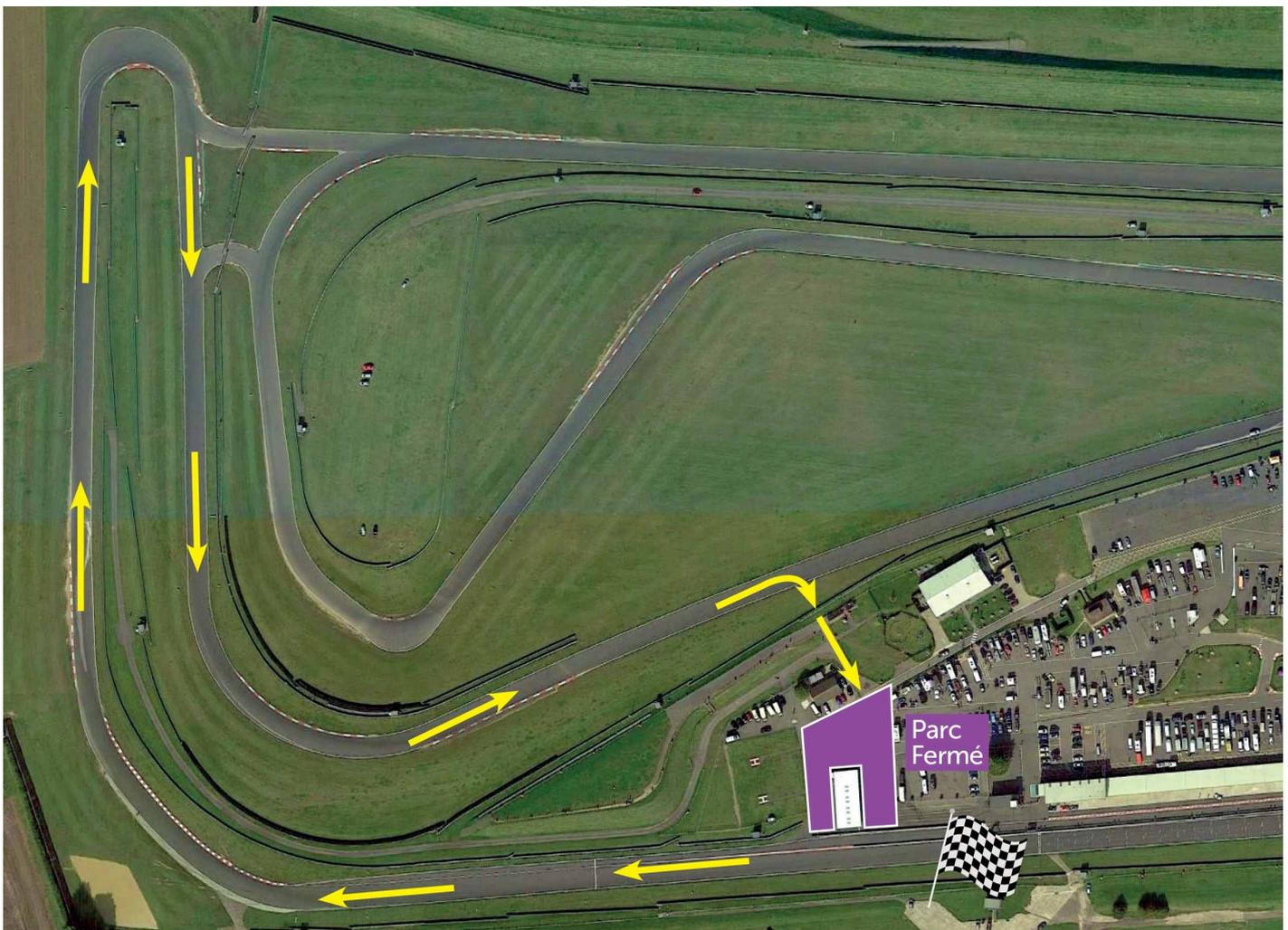
16 CODE 60:

Code 60 will not be used at this race meeting.

17 PRACTICE:

All drivers will be required to bring their cars to the assembly area twenty minutes before their practising time. You must not rev your engine if moving your car before 08.30.

The Practice session will cease when the chequered flag is shown at the start line and competitors should proceed around the circuit where they will exit the circuit after turn 3, before Agostini. Competitors must progressively and safely slow down after taking the chequered flag. This allows any cars ahead, still on their last competitive lap, the opportunity to pull away and create a gap. This way the marshals can then safely operate track-side to guide you through the T3 Exit gate.



17 PRACTICE continued:

A competitor must either complete three laps or have raced over the course during the previous 12 months. If the 3 laps are not completed in the allocated session, they may, with the consent of the Clerk of the Course, be completed in a suitable alternative session (if space is available and suitable) but only the times recorded in the proper session will be used to determine grid position. Cars practising wholly out of session will complete 3 laps only, will not be timed and will be required to strike out their number with tape and will be required to start from the back of the grid (and where relevant the back of the reserve list). Q.12.4.2

Cars completing 3 laps out of session will exit the circuit via the pit entry (not after turn 3).

Grid positions are determined by times recorded in official practice, except:

In the Gold Arts Magnificent Sevens' and Verum Builders Open second races, where the grid for the second race will be determined by the finishing order of the first race.

18 RESULTS:

Practice and Race results will be available to view on the TSL website (there will be no printed results). The time at which the clock will start for queries or protests to be lodged will be the time that results are published on the virtual noticeboard. Cars with non-working transponders may be listed as "car XX also competed at this event" and may not be placed.

19 RACE START: Rolling starts will be used for all races.

The starting signal for all races will be given by lights. In the event of any starting lights failure the Starter will revert to dropping the National Flag.

The countdown will start in the Assembly Area, a one-minute board and 30-second board will be shown in the assembly area and then cars will be released for the rolling lap behind a Pace/Safety Car. When the last car has left the assembly area and the last car has passed the Start Line for the first time the red lights will be switched on. For the avoidance of doubt, you will not stop on the grid. When the Pace/Safety Car turns off its yellow lights, cars should re-form in 2x2 grid formation behind the Pace/ Safety Car, no more than 1 car length behind the car in front, with the speed set by the Pace/Safety Car (approx. 60KPH).

Once the Pace/Safety Car is clear in the pits, with the cars approaching the Start Line the red start lights will be switched off - signalling the start of the race.

All cars are free to race when the lights are switched off. Any car holding back more than 1 car length, or any car accelerating before the red lights being switched off may be penalised.

Aborted Rolling Start:

If the start is aborted and the red lights do not go out you must maintain your 60kph speed and continue for another lap to attempt a second restart. Do not accelerate and maintain your position within the crocodile.

Race Time will start when the red start lights go out or when cars pass the start line for the second time.

If the Race Start cannot take place, red flags will be shown on all marshals' posts and Start line. Cars will reduce speed and stop on the grid and wait for further instruction from Marshals or Officials.

20 SESSION END:

At the end of the race, indicated by a chequered flag, all competitors must progressively and safely slow down after taking the chequered flag. This allows any cars ahead, still on their last competitive lap, the opportunity to pull away and create a gap. This way the marshals can then safely operate trackside to guide you through the T3 Exit gate, see the diagram on the preceding page.

Usually you will be waved through Parc Ferme and in to the paddock, but be prepared to follow Officials or Marshals instructions. If a race must be stopped and it is not possible to re-run it within its allocated time schedule, it may be transferred to the end of the programme and re-run if time permits. Also, irrespective of Q12.15.2, the Organisers reserve the right NOT to restart any race should a race stop become necessary.

Consecutive Sessions

If you are in back-to-back sessions, it is imperative that you are organised and refuel at the assembly area. If the Assembly area Marshals can see your progress in getting the car ready for the next session we can hold for you. If we cannot see the car, we do not wait.

Please ensure that once you have left the circuit, that you drive directly to the assembly area, where you may refuel/change tyres. Have your fuel, tyres, a drink and any mechanic support ready for you. Do NOT return to your place in the paddock or garages for this, as the race may well start without you.

21 JUDICIAL and RACE CONTROL:

Racing with the CSCC is a non-contact sport. If you have experienced or witnessed an incident please contact the Motorsport UK Clerks within 30 minutes of the end of that track session.

Race control will be closed to competitors and where possible any judicial will be carried out electronically. **You can contact the Judicial Clerks by phoning 07305 041990, they are located in the room above the Circuit Office (to repeat, do not attend race control).** Should you be called for a judicial action; we will initially communicate using the circuit Public Address System & Co-ordinators, that particular drivers / entrants will be requested for attendance, along with their onboard camera. In the first instance please call 07305 041990 to provide initial views. If necessary, further communication will be via mobile phones / digital means. Judicial actions will be communicated by mobile phone to affected persons with the action documented electronically and transmitted by email.

Should a protest / appeal be required to the Stewards of the meeting, this should first be communicated to the Race Secretary by phone 07305 094376 so the time can be logged.

Forms for submission can then be completed and sent electronically to the Race Secretary for action by the Stewards. The Stewards will hear the submission from appellants electronically and make their decision accordingly, with notice again provided digitally. All results of these actions will be provided electronically to applicants and Series Coordinators for all drivers to be made aware.

22 AWARD CEREMONY:

Prize Giving takes place exactly 30 minutes after the race ends and chequered flag falls. Prize giving takes place in the Scrutineering Bay, please come and collect your award, your team are welcome.

Awards not collected at the meeting will be recycled for future events, therefore please ask us at the circuit. Trophies are awarded as per series regulations. Award winners receive a single award per entry, with an optional 2nd driver award available to purchase after each event, by using the form on the CSCC event web page.

23 LIVE SNATCH:

Live Snatch can be used on the order of the Clerk of the Course, in both Practice and Race sessions.

24 OTHER INFORMATION:

Due to certain clauses in our contract with the circuit, your attention is drawn to the following:

Any driver failing to comply with the black and orange flag whose vehicle is confirmed as having dropped fuel shall be responsible for any charges made on the organising club in respect of consequent track repairs. Furthermore, any competitor who fails to stop when dropping fuel will cause the practice session or race to be stopped by the use of the red flag.

Persons not in possession of a valid appropriate licence may not drive motorcycles and other vehicles within the confines of the circuit. Motorcycles/cycles may not be driven along the pit road at any time during the meeting. Markings must not be made on pit garages, floors or any part of the circuit or paddock surface. Pegs must not be hammered or inserted into any tarmac surface.

The circuit operator is not liable to any Club, Team or Competitor for any damage in the course of removal of any vehicle from the circuit. The flying of Drones is strictly prohibited.

Should we (Classic Sports Car Club) as organisers of the meeting become liable for any circuit fine (regardless of amount) and the cost of any repair, the offender may be held responsible and in consequence will have to reimburse Classic Sports Car Club for the full amount plus any legal costs that may be incurred. By signing-on for this meeting you are also deemed to be unequivocally agreeing to the arrangement.

25 OFFICIALS:

Motorsport UK Steward - Michael Dixon

Senior Clerk of the Course – Mike Heath

Clerks of the Course – Robert Williams, Andy Cox, Richard Beard

Secretary of the Meeting - Hannah Gardin

Chief Medical Officer - TBC

Chief Marshal – Peter Rodwell

Chief Flag - Paul Brooks

Event Stewards – Fergus Whatling, Sarah Munns

Chief Scrutineer – Mike Harris

Chief Time Keeper – Lisa Sneader

Chief Observers - Kay Peterson, Karl Peterson

Child Safeguarding Officer—David Smitheram

Live Streaming and Stickers

All races are Live Streamed and can be viewed as follows:

On our Facebook page: <https://www.facebook.com/ClassicSportsCarClub>

On our YouTube channel: <https://www.youtube.com/user/ClassicSportsCarClub>

Please ensure that your car displays the full compliment of CSCC and sponsor stickers (where relevant and available), as per [our regulations](#). We won't ask you to remove any other club stickers but we do insist you wear ours as well.

Stickers can be collected from the drivers briefing during the morning and from race administration in the afternoon.



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Engine components: Crank, rods, pistons, head gaskets & bolts.

Braking: Brake kits, bells, rotors, race pads, fluids & lines.

Cooling: Radiators, intercoolers & oil coolers. Rad caps, heat wrap & coolant.

Clutches & Flywheels: Organic, Cerametallic - Single, Twin & Triple discs.

Differentials: Front & rear - geared & plated types

Paul - p.dolan@coordsport.com
Liam I.merrick@coordsport.com
www.coordsport.com

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Adams and Page are one of the oldest tyre fitting companies in the country and a family run business. Specialists in motorsport tyres and wheel alignment.

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Find us in the paddock to discuss your requirements or give us a call today.

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www.adamsandpage.co.uk

Adams & Page, Questmead (on behalf of Mintex) and Co-ordSport will be in the Snetterton paddock to support you. Please, where possible contact them in advance to ask them to bring any required items with them.

If you need tyres please contact Adams & Page now.

Times and automotive technology may have changed and evolved through the generations but Mintex's commitment to safe braking has stood firm since 1908.

Today, we're proud to share our expertise and products with millions of drivers across the world. From Superminis to Supercars, we're the name behind the brakes keeping families and motorsport champions safe every day.

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* v1 03/08/2021 Snetterton 300, Saturday 14th August *

Event	Event	Start	Period	Finish	Down Time	Series	Wrist Band	Mandatory Briefing*
Session 1	Qual	09:00	00:30	09:30	00:10	Liqui Moly Slick Series (Garages)	Green	08:00
Session 2	Qual	09:40	00:30	10:10	00:15	Gold Arts Magnificent Sevens	Red	08:40
Session 3	Qual	10:25	00:30	10:55	00:10	Liqui Moly New Millennium/Motorsports School Turbo Tin Tops with Mr Tyre Motorsport Puma Cup	Pink	09:25
Session 4	Qual	11:05	00:30	11:35	00:15	Co-ordSport Tin Tops	Orange	10:05
Session 5	Qual	11:50	00:20	12:10		Verum Builders Open Series (Garages)	White	10:50
	Lunch	12:10	00:55	13:05		Lunch Break		
Session 6	Race 1	13:05	00:40	13:45	00:15	Liqui Moly Slick Series (Garages)	Green	*Please can all drivers
Session 7	Race 2	14:00	00:40	14:40	00:15	Gold Arts Magnificent Sevens	Red	arrive early to your
Session 8	Race 3	14:55	00:40	15:35	00:15	Liqui Moly New Millennium/Motorsports School Turbo Tin Tops with Mr Tyre Motorsport Puma Cup	Pink	briefing, so we can
Session 9	Race 4	15:50	00:40	16:30	00:15	Co-ordSport Tin Tops	Orange	issue wristbands and
Session 10	Race 5	16:45	00:20	17:05	00:15	Verum Builders Open Series (Garages)	White	ask 2 driver teams who
Session 11	Race 6	17:20	00:30	17:50	00:15	Gold Arts Magnificent Sevens (optional 2nd race)	Red	is racing first.
Session 12	Race 7	18:05	00:20	18:25		Verum Builders Open Series (Garages)	White	

Snetterton 300, Sunday 15th August								
Event	Event	Start	Period	Finish	Down Time	Series	Wrist Band	Mandatory Briefing*
Session 13	Qual	09:00	00:30	09:30	00:15	Adams & Page Swinging Sixties Group 1 (Garages)	Green	08:00
Session 14	Qual	09:45	00:30	10:15	00:10	Advantage Motorsport Future Classics	Silver	08:45
Session 15	Qual	10:25	00:30	10:55	00:15	Mintex Classic K	White	09:25
Session 16	Qual	11:10	00:30	11:40	00:10	Cartek Motorsport Modern Classics	Red	10:10
Session 17	Qual	11:50	00:30	12:20		Adams & Page Swinging Sixties Group 2	Pink	10:50
	Lunch	12:20	01:00	13:20		Lunch Break		
Session 18	Race 8	13:20	00:40	14:00	00:20	Adams & Page Swinging Sixties Group 1 (Garages)	Green	*Please can all drivers
Session 19	Race 9	14:20	00:40	15:00	00:15	Advantage Motorsport Future Classics	Silver	arrive early to your
Session 20	Race 10	15:15	01:00	16:15	00:20	Mintex Classic K	White	briefing, so we can
Session 21	Race 11	16:35	00:40	17:15	00:15	Cartek Motorsport Modern Classics	Red	issue wristbands and
Session 22	Race 12	17:30	00:40	18:10		Adams & Page Swinging Sixties Group 2	Pink	ask 2 driver teams who
							Blues: CCCC	is racing first.

Please be in the assembly area at least **20 minutes** prior to the scheduled starting time of your session. Do not be late for your morning briefing.

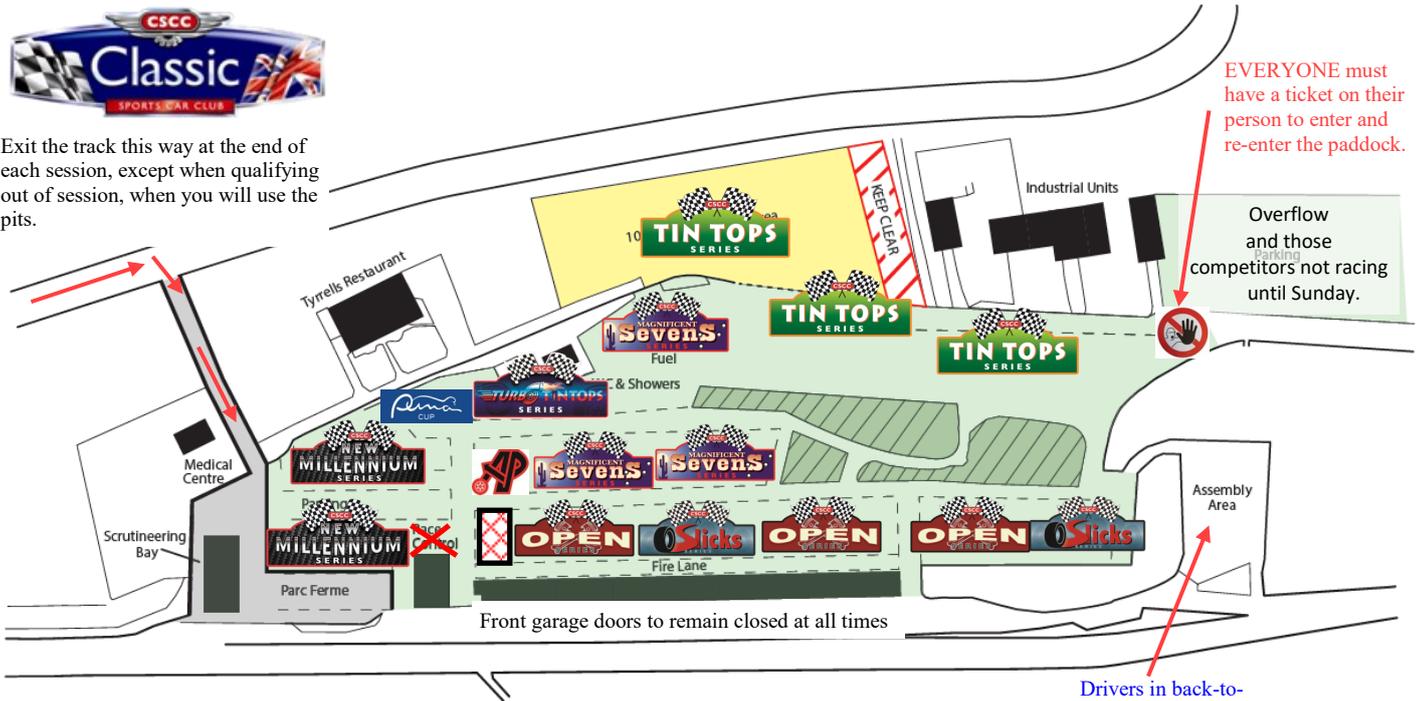
All timetables are subject to change and wherever possible the Motorsport UK Clerks will aim to run ahead of schedule: listen for announcements, check live timing and virtual notice board.

SNETTERTON – Paddock

Saturday 14th August



Exit the track this way at the end of each session, except when qualifying out of session, when you will use the pits.



www.snetterton.co.uk

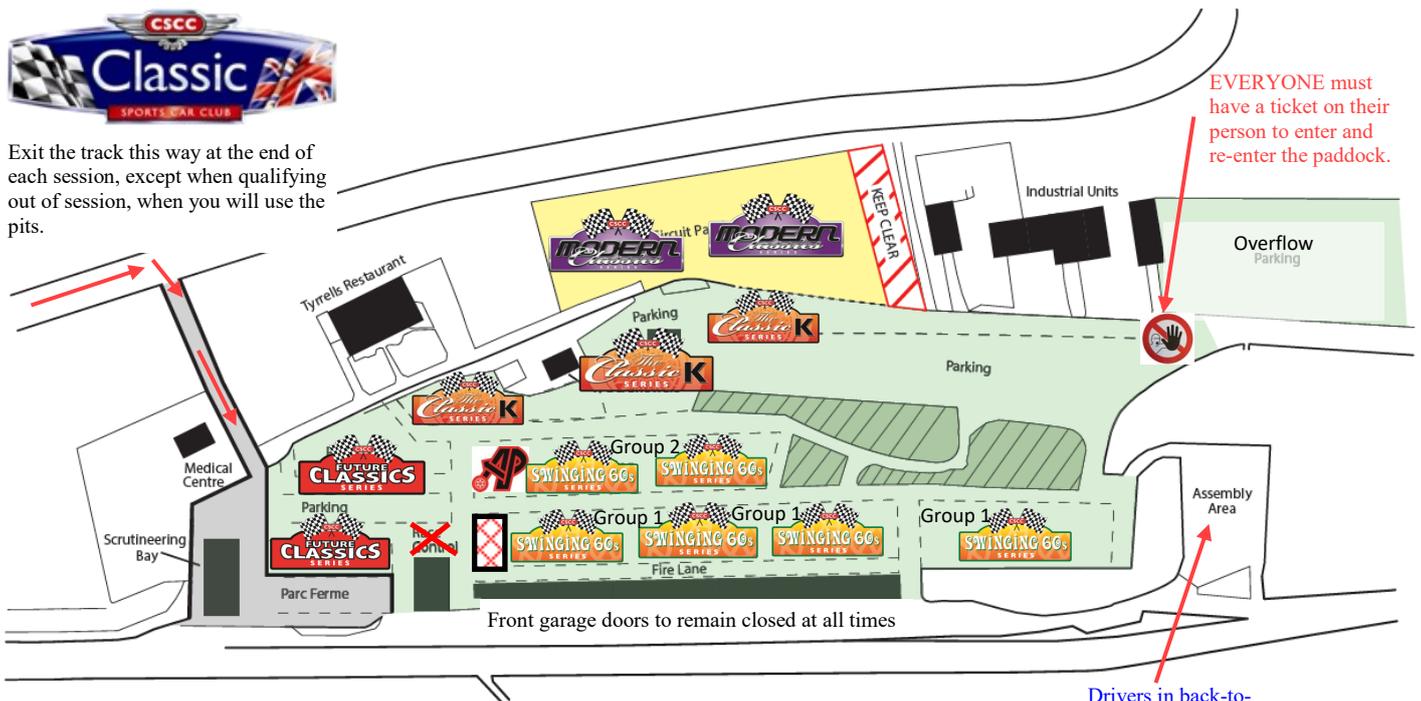
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SNETTERTON – Paddock

Sunday 15th August



Exit the track this way at the end of each session, except when qualifying out of session, when you will use the pits.



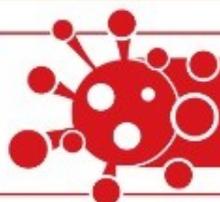
www.snetterton.co.uk

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THINK SAFETY

2021 SAFETY BULLETIN

This safety bulletin supports MSV Site Safety Rules; Club issued Supplementary Regulations and Final Instructions.



COVID-19

- Wash or sanitise hands frequently
- Maintain social distancing
- Wear a mask or face covering where advised by MSV
- Isolate immediately if symptoms occur

1. VEHICLES + SCOOTERS, BUGGIES & QUADS

- The use of paddock bikes, scooters, quads and buggies etc... must be covered by 3rd party insurance when driven on site
- No mini bikes permitted (eg. dirt bikes, trial bikes or pit bikes etc...)
- Maximum speed of 10mph around site
- No electric stand-on scooters



2. SAFE SCOOTER, BUGGY & QUAD USE

- No children/babies as scooter passengers
- Only drive if you hold a valid license
- No leaving keys in ignition
- No carrying of unsecured loads
- No mobile phones / eating / drinking whilst driving



3. WORKING AT HEIGHT

Never stand on a roof without protection from falling e.g.

- Put up secure side barriers
- Use a clipped on safety harness
- Use a secured step/ladder (not a domestic ladder)
- Ensure your step ladder is not damaged – do not use if faulty



4. SPECTATING

- Not from tail lifts/truck roofs/trailer roofs
- Not from venue infrastructure e.g. waste bins, fencing or generators



5. PADDOCK ACCESS

NO PUBLIC ACCESS TO THE PADDOCKS

No skateboarding
No bicycles
No ball games



6. HOT WORKS AND FUEL

- No hot works including welding on site
- Keep fuel storage to a minimum and in a safe location
- Keep fuel away from ignition sources.
- No smoking near refuelling areas
- Keep a fire extinguisher close by
- Refuel when engine is turned off and cooled



7. CABLES AND TAIL-LIFTS

- Cover cables with matting or tape down flat
- Tail lifts should not be left unattended at the half-way point



Thank you. We appreciate your co-operation.