

## Silverstone National Circuit 19.20.21 April 2019

PERMIT NO. 2019/I-001 (MCRCB BSB)  
2019/N-001 (MCRCB B/N CHAMPS)

### Bulletin 1 – Final Instructions

This bulletin is supplementary to the MCRCB Sporting Code, the MCRCB General and Championship Regulations as detailed in the 2019 MCRCB Yearbook. The British Talent Cup will adopt their own British Talent Cup Regulations, these supplementary regulations and technical regulations as advised by the series organiser.

#### ADMISSION TO THE CIRCUIT AND PADDOCK ARRANGEMENTS



**PIT BOX HOLDERS (SEE GARAGE PLAN AT END OF DOCUMENT) & ARTICS NOT IN GARAGES – Thursday before 09:00**

**HOSPITALITY – Wednesday 09:00-17:00 or earlier by arrangement only**

**TYRE TRADE – Wednesday by arrangement**

**SERVICE COMPANIES – Thursday 09:00-15:00**

**ALL OTHER TEAMS & LIVING VEHICLES – Thursday 08:00 – 19:00  
Friday 07:30 – 16:00**



**There is STRICTLY no access outside of these times**

All working vehicle parking will be under the instructions of the MSVR-BSB Paddock Parking crew. There will be no access to the paddock outside of the times below. Please do not attempt to enter the paddock at other times without specific authorisation.

Access to all areas is via main entrance Gate 5 – teams will be held in the “Teams Holding Area” car park 50, on the right hand side before being escorted in to the paddock/living areas, once placed in these areas it is not possible to move the vehicles until the end of the event. Private Vehicle pass holders may go directly to the Private Vehicle parking area located behind the Paddock Diner. Once the main private vehicle parking area is full a secondary area will be opened – please follow the instructions of signage and security.

**Only WORKING VEHICLE passes will be permitted through the access gate into the paddock area behind the garages – all CREW VEHICLES must be parked in the car park behind the paddock diner.**

#### RACE ADMINISTRATION & SIGNING ON



Race Administration is located on the first floor of the Race Control building, open Thursday 08:00-19:00, Friday – Sunday from 07:30 until 30mins after conclusion of track activity.

**ALL RIDERS AND TEAM REPRESENTATIVES MUST SIGN THE SEASONAL ENTRY FORM AND COLLECT THEIR 2019 CREDENTIALS**



Riders over 18 years of age that signed the digital sign on at the Official Test do not need to sign on again. Those that haven't signed on and or/under 18s must sign on before going on circuit. Any rider who has not previously signed on must produce a valid racing licence, those with overseas licences must also show start permission from their national federation or a full FIM licence.

Race Administration can also assist with any permanent personnel or vehicle pass queries. Personnel pass changes to that which were requested are chargeable at £30 each.

Weekend team guest passes for Silverstone and Oulton Park are available for purchase in Race Administration until 11am on Sunday morning at £19 each.

### COMPULSORY BRIEFINGS (GARAGE BELOW RACE ADMINISTRATION)



<b>THURSDAY</b>	<b>14:00 BRITISH TALENT CUP (IN BTC AWNING)</b> <b>16:00 SUPERBIKE RIDERS</b> <b>16:45 SUPERBIKE TEAM MANAGERS/CREW CHIEFS</b> <b>17:30 SUPERSPORT &amp; GP2</b>
<b>FRIDAY</b>	<b>09:00 SUPERSTOCK 600</b> <b>09:30 JUNIOR SUPERSPORT</b> <b>10:00 SUPERSTOCK 1000</b> <b>10:30 DUCATI TRIOPTIONS</b>
<b>SATURDAY</b>	<b>08:30 RESERVE SESSION</b>

All riders (other than Superbike) should wear team clothing as photos for the support class website area will be captured at these briefings. Tyre stickers will be distributed in these briefings.

### TECHNICAL CONTROL SCHEDULE



<b>FRIDAY</b>	<b>09:00-09:30 SUPERBIKE</b> <b>09:30-10:15 SUPERSTOCK 600</b> <b>10:15-11:00 JUNIOR SUPERSPORT</b> <b>11:00-11:45 DUCATI TRIOPTIONS</b> <b>11:45-12:30 SUPERSPORT/GP2</b> <b>13:30-15:00 SUPERSTOCK 1000</b>
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Machines that have not had a barcode applied to the frame at the tests will have these applied during this period. All checks to take place in the scrutineering bay, riders must present themselves in full racing attire.

### ENTRY & EXIT TO THE CIRCUIT



**Non garage holders assemble/proceed using the route between the scrutineering bay and garage 12E.**

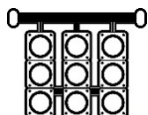
After completing the slowing down lap all machines must enter the pit lane and following qualifying or races proceed to parc ferme within the scrutineering bay after garage 12E.  
The only exceptions are the top three finishers who will be directed through garage 0 to victory lane parc ferme. Only 2 assistants per bike are permitted in this area and once the bike is secure they should move away to allow TV access to the riders

### PRACTICE STARTS



- A) PIT LANE EXIT, AT ANY TIME
- B) AFTER THE CHEQUERED FLAG ON RIDERS LEFT IN THE DESIGNATED "PRACTICE START ZONE" AFTER TURN 3 BECKETTS MARKED WITH A BOARD AT THE TRACK EDGE

### RACE START PROCEDURE & JUMP STARTS



**THERE WILL BE ONE SIGHTING AND TWO WARM UP LAPS FOR ALL CLASSES.**

JUMP START - The rider through equivalent time penalty at Silverstone is 25 seconds.

### SAFETY CAR



**THE SAFETY CAR WILL DEPLOY FROM PIT LANE EXIT (RIDERS RIGHT) AND LEAVE AT PIT LANE ENTRANCE (RIDERS RIGHT).**

### **PADDOCK INFORMATION**

**NOISE RESTRICTIONS** – NO ENGINES BEFORE 08:30 OR AFTER 18:30



**CONTROL FUEL** – Vital Equipment will be supplying Panta control fuel, adjacent to the circuit fuel pumps, pre-orders are recommended via their website <https://www.vitalequipment.co.uk/>

Thursday 1400 – 1800hrs

Friday 0800-1200hrs, 1330-1730hrs

Saturday 0800-1200hrs, 1330-1730hrs

Sunday 0900-1200hrs

The results of fuel testing completed by MSVR are a matter of fact.

**MEDICAL CENTRE** – This is manned 24 hours throughout the event.

### **PADDOCK TRANSPORT (SCOOTERS)**



**The use of Paddock transport is granted on the express condition that it is to help teams to function during an event, one scooter pass per rider will be issued.**

#### **2019 SCOOTER REGISTRATION PROCESS:**

THURSDAY 09:00-12:00 & 13:00-16:00 RACE CONTROL GARAGE

AFTER THIS TIME UNREGISTERED SCOOTERS MAY NOT BE USED.

Valid and appropriate insurance is required, if the scooter is taxed and insured for the road the scooter must also have the road registered number plate displayed, must be presented. Each scooter will also be assessed for noise and suitability; scooters must have a suitable hook mechanism for trolleys.

The scooter will then have a pass applied and be photographed to form a season record. The team member bringing the scooter must be wearing their season personnel pass.

MSVR's decision on the granting of a pass will be final, any scooter found to be used in the paddock that is not approved will result in sanctions for the rider/team.

#### **SCOOTERS CANNOT BE TAKEN OUT OF THE PADDOCK TO ATTEND THE MAIN GATE**

We recommend that all riders and passengers on scooters wear helmets.

A MAXIMUM SPEED LIMIT OF 10 MPH APPLIES AT ALL TIMES

PADDOCK SCOOTERS MAY BE USED AT THE FOLLOWING TIMES ONLY:

FROM ONE HOUR BEFORE THE START OF TRACK ACTIVITIES UNTIL 19.00HRS, AND FOR ESSENTIAL JOURNEYS ONLY ON THE SET UP DAY(S).

ABUSE OF THESE CONDITIONS WILL BE TREATED AS FOLLOWS.

RIDER/TEAM FIRST OFFENCE: Withdrawal of pass for remainder of event

RIDER/TEAM SECOND OFFENCE: Withdrawal of pass for remainder of season

MORE THAN FIVE OCCURENCES FROM ONE CLASS: Withdrawal of facility for that class for the event.

ALL TEAMS ARE ENCOURAGED TO "SELF-POLICE" THE PADDOCK CONCERNING THE USE OF SCOOTERS IN ORDER TO PRESERVE THE FACILITY.

## TYRE CONTROL



- a) An envelope, with the relevant stickers in it, will be provided for each rider.
- b) The envelope will contain stickers for both the front and rear tyres, the FRONT stickers having WHITE numbers and the REAR having BLACK numbers.
- c) The stickers MUST be applied to the relevant tyre wall on the right hand side.
- d) The clear backing sheet MUST be removed after the sticker has been fixed on the tyre.
- e) It is not necessary to remove stickers from previous rounds.
- f) A tyre control area will operate at the pit exit and the rider must slow to walking pace to enable the team to confirm that the correctly coloured stickers are in place on both tyres and no machine will be allowed to join the track without them being in place. Failure to slow sufficiently to allow this check to be carried out will lead to the rider being black-flagged.
- g) Random checks will be carried out during each session, and in parc ferme, to confirm that the stickers used are those that were allocated to that rider.
- h) All tyres purchased at the meeting for use in the race will have manufacturers markings that identify them to the tyre control team and Pirelli staff.
- i) For the race checks will be carried out both on the grid and in parc ferme to confirm that only tyres purchased at the meeting are used

Class	Tyre Stickers Allocated	FP1	FP2	QP	WU	RACE	USE ON WET
SUPERBIKE	8 FRONT & 11 REAR Including 3 Q rear stickers	√	√	√+ Q sticker	√	√	NO
SUPERSPORT	5 DRY FRONT & 6 DRY REAR	√	√	√	√	√	NO
GP2	4 DRY FRONT & 4 DRY REAR	√	√	√	√	√	NO
SUPERSTOCK 1000	5 DRY FRONT & 5 DRY REAR		√	√	√	√	NO
SUPERSTOCK 600	3 DRY FRONT & 3 DRY REAR			√	√	√	NO
DUCATI	4 TOTAL DRY TYRE (i.e. Choice of 2F&2R OR 1F&3R)			√		√	NO
JUNIOR CUP	2 DRY FRONT & 2 DRY REAR	√		√	√	√	NO

## SERIES STICKERS



### PLEASE NOTE IT IS A CONDITION OF ENTRY TO DISPLAY

- Pirelli motorcycle stickers – Superstock 1000/600 – collection from Complog
- Pirelli leathers branding – Superstock 1000/600 – collection from Complog
- HEL motorcycle front number plate stickers – Motostar – collection from race admin
- Dickies front number plate stickers – Supersport and Junior Supersport - collection from race admin
- GP2 front number plate stickers – collection from race admin
- Pirelli fork stickers – BSB - collection contrasting colour from race admin
- BENNETTS British Superbike logo front no. plate – BSB – collection from race admin

Penalties may be applied for non-compliance. First time application of decals if not already applied will be at Technical Control.



## SILVERSTONE SERVICE ROAD ACCESS/BIKE RECOVERY POINTS

### NO RESTART AFTER CRASH

As per the 2019 MCRCB yearbook riders who fall from their machine are not permitted to continue in the practice session or race until passed fit by a Medical Officer (Ground Post or Medical Centre) and the machine re-inspected and cleared by Technical Control. Any infringement of this rule will result in the rider being disqualified from the remainder of the practice session or race and may result in further penalties.

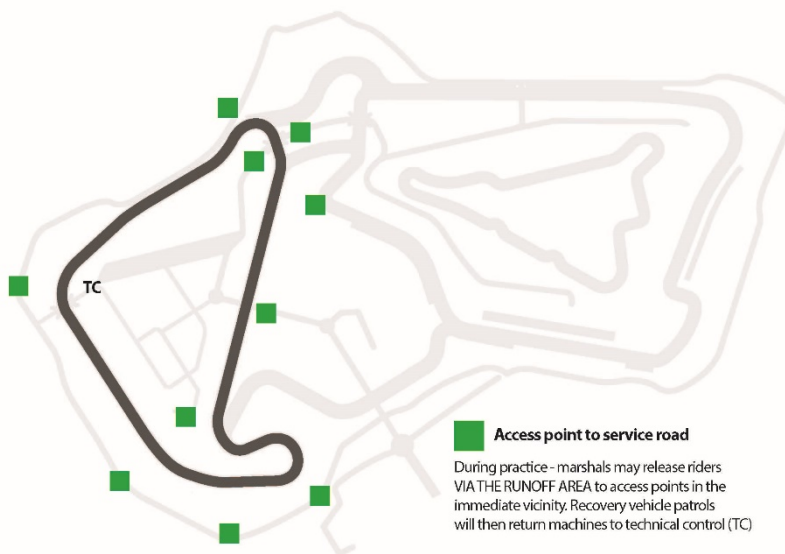
#### **EXCEPTIONS:**

**In the BSB (Superbike) and BSS (Supersport/GP2) classes only, in the event of a rider falling from their machine during any of the free and qualifying practices, and any of the sighting laps or warm up lap(s) and provided the machine has made negligible contact with the ground or a barrier, it may be possible for the rider to remount and continue back to the pit lane, PROVIDED that the following procedure is respected.**

- 1. After the crash, and before continuing, the machine must be inspected by the marshals, including the chief marshal of the section who will make a determination and report the situation by radio to Race Control.**
- 2. Subject to approval being granted by Race Control, who will take into account the report of the marshal, the location of the incident, the closest available track exit and distance to the pit lane and any risk to disrupting the practice session or delay to the start of race – the rider may remount and continue around the circuit and a) during practice sessions leave the circuit at an exit or the pit lane as directed by the marshals, following the instructions of Race Control or, b) during sighting or warm up laps, enter the pit lane, keeping off of the racing line. In this situation riders must take great care, not hinder other riders and strictly observe blue flags.**
- 3. Once the rider has reached the pit lane/pit box, further repairs may be carried out under the supervision of a technical official. Once cleared by technical control the rider may exit the pit lane to continue the practice session or the sighting laps period if still in progress, or else in the case of a race, start the warm up lap from the pit lane in which case the rider will start the race from the back of the grid, or start the**

**race from the pit lane exit. The last option to start the race from the pit lane exit expires when the leader crosses the finish line to complete the first racing lap.**

**The decision of Race Control and instructions of the marshals is final. Penalties will be imposed for disregarding these and any actions that prejudice safety or the start procedure.**



## **SUPERSTOCK 1000 QUALIFYING**



### **ALL RIDERS WILL COMPETE TOGETHER FOR FREE PRACTICE BUT QUALIFY BY GROUP ALLOCATION**

Due to the high number of entries received for this event, the qualifying format will be split into two groups, Group A and Group B determined by a ballot prior to the event, approved by the Chief Steward.

Dependent on the weather conditions during the qualifying practice the starting grid will be determined by applying:

(A) The Dry Rules – whereby the faster overall qualifier will be on pole with the other grid positions determined in the order of the fastest times of the overall combined classification across the two groups.

(B) The Wet Rules – whereby faster overall qualifier will be on pole with the other grid positions alternating between the combined classifications of each group.

In order for the Dry Rules to apply, both groups must have a qualifying session, held in identical dry conditions and must have been run to its total scheduled time duration.

The table below explains the scenario's where the Dry Rules will be applied:

Scenario	QP1 Group A	QP1 Group B	Grid Method
(1)	DRY	DRY	A (DRY)
(2)	DRY	WET	B (WET)
(3)	WET	DRY	B (WET)
(4)	WET	WET	B (WET)

In any other combination of weather conditions/session status, or any situation which in the opinion of the Race Director and endorsed by the Stewards renders an unequal situation between the two groups, the Wet Rules will apply. The decision of the Stewards is final.

**TEAMS MUST REFER TO APPENDIX A (ATTACHED) FOR THE DOUBLE HEADER RACE CONDITIONS**

Thank you for your co-operation – we wish you a safe and successful event.

Stuart Higgs  
Bennetts BSB Series and Race Director

Clare Neate  
Series Administrator

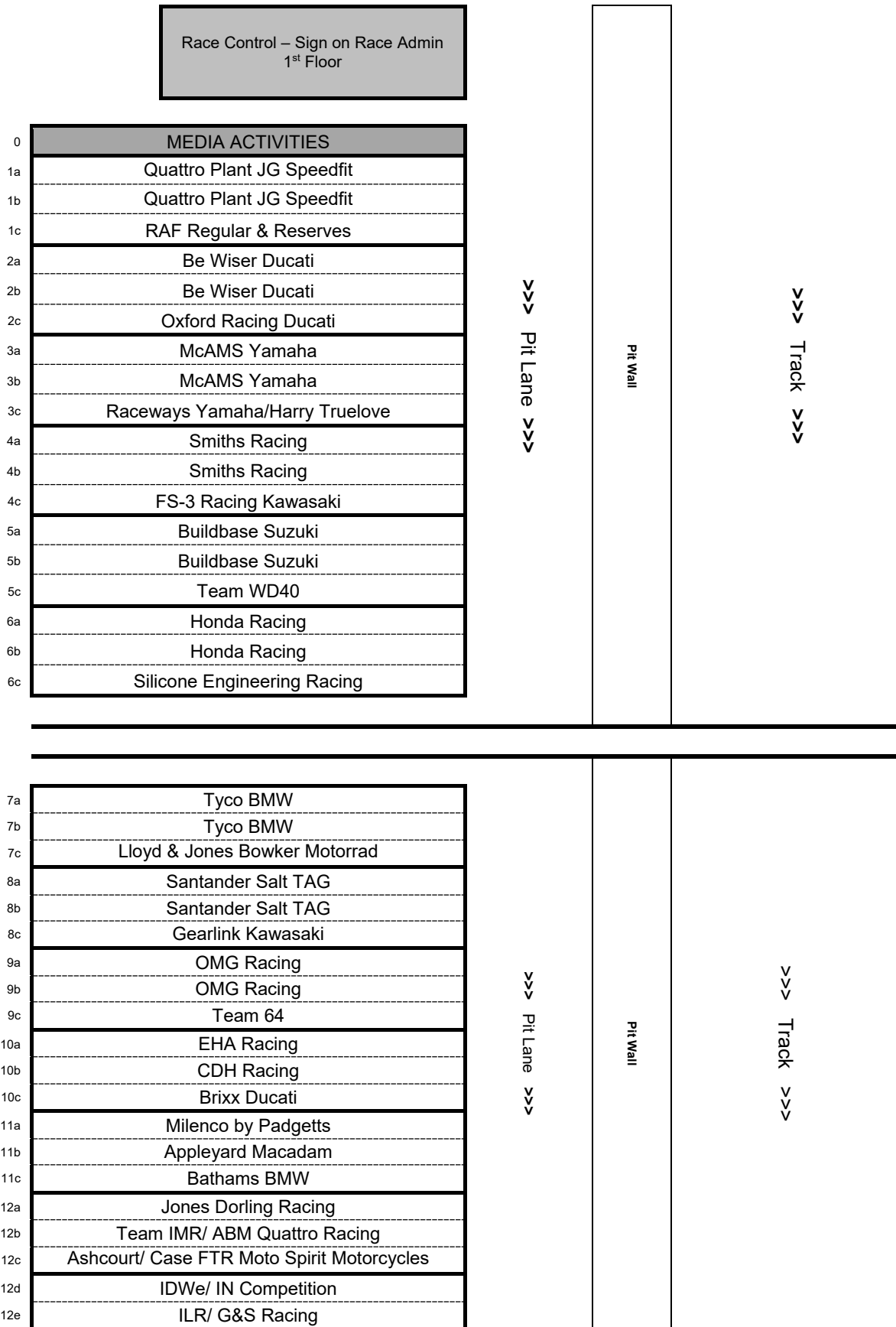
### **EVENT CONTACT DETAILS**

BSB ADMINISTRATION	01474 875296 <a href="mailto:bsb@msvracing.co.uk">bsb@msvracing.co.uk</a>
SILVERSTONE CIRCUIT	0344 372 8200

Please note that all series sporting and technical information will be posted on [www.msvracing.co.uk/bsb](http://www.msvracing.co.uk/bsb)

# Bennetts BSB Test – 9 April

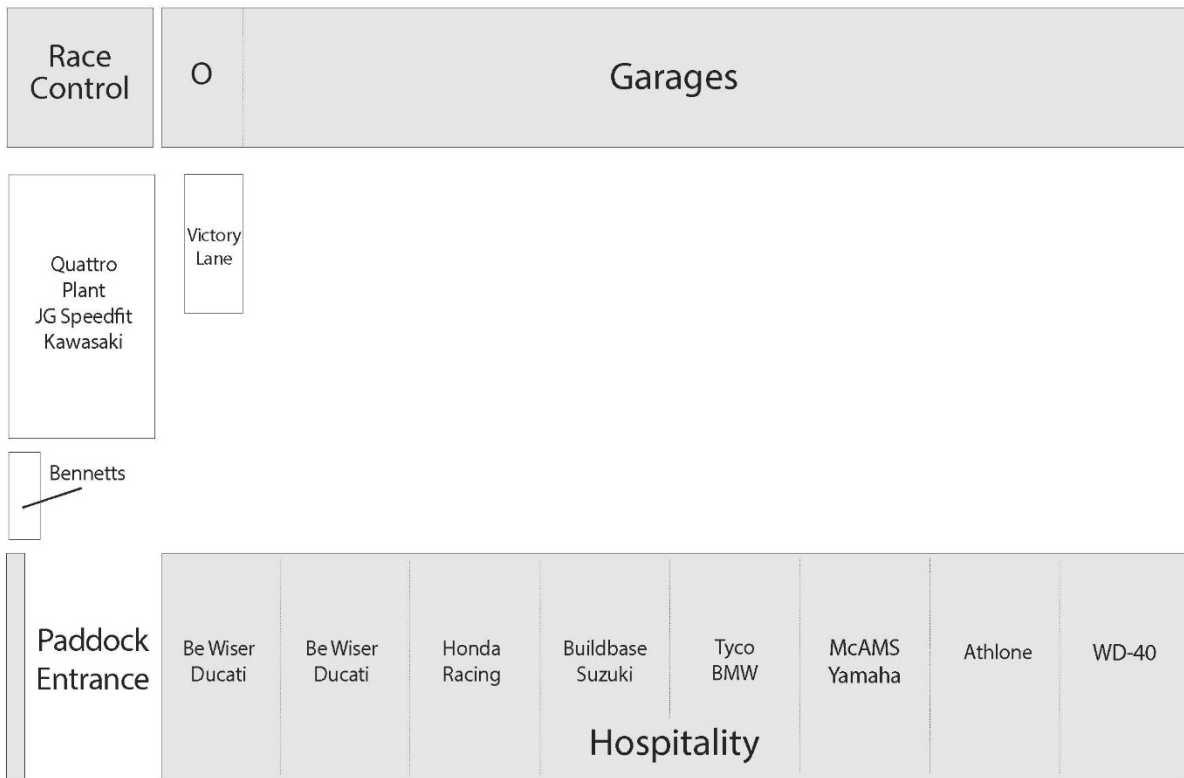
## Silverstone Garage Plan



**STRICTLY NO PRIVATE CARS IN THE PADDOCK.**



# PADDOCK HOSPITALITY LAYOUT (Not to Scale)





## APPENDIX A

### INFORMATION BULLETIN



#### Double Header format - special conditions

- The first segment will have a standard start procedure.
- Chequered flag at the end of the first segment, half points awarded to the first 15 classified finishers. A result can be declared after two thirds distance of the first segment if the segment is prematurely ended by red flag. The first segment can also end under safety car conditions.
- At the end of the first segment all riders will enter the pitlane. A 10 minutes countdown will start at the point the last rider enters pitlane.
- Refuelling and change of tyres is permitted during the service period \* - *see following protocol*
- At the end of the service period when the countdown clock reaches “zero”, the pitlane exit will open for one minute only.
- The Quick Restart procedure will be used for the second segment. The starting grid will be the finishing order of the first segment. Only classified finishers in the first segment may take part in the second segment. One team member per rider may go onto the grid to indicate the grid position, no tools or adjustments are permitted on the grid.
- The end of the second segment will be the conclusion of the overall race.
- The first 15 finishers in the second segment will receive half points. The first 3 finishers in the second segment receive additional points 5-3-1 and will take part in the podium ceremony.
- Where not specified above all other MCRCB Regulations apply.

#### Double Header FORMAT RACE – SERVICE PERIOD PIT LANE PROTOCOL

The pitlane will be divided into three zones: PIT APRON, LANE 1, LANE 2

PIT BOXES	PIT APRON	LANE 1	LANE 2	P I T W A L L	TRACK
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End of first segment after taking the chequered flag all riders enter pitlane and park single file on the PIT APRON (concrete area closest to pit garages).

Repairs, service and tyre/wheel changes may commence (NO REFUELLING) at this stage.

When completed the bike must be pushed into Lane 1 and placed on a stand.

ALL REFUELLING AND ANY DISPENSING OF FUEL must only take place in Lane 1. For this procedure a maximum of THREE mechanics may attend the machine, wearing appropriate clothing.

After refuelling the bike may be pushed back on to the Apron for further mechanical service.

Fire fighting marshals will be positioned between the Pit Apron and Lane 1.

**For the duration of service period Lane 2 must be kept completely clear as this will be the fire tender response route.**

At the end of the service period the pit lane exit will re-open for the Quick restart procedure prior to the second segment.

### **COMPOSITION OF STARTING GRID FOR STANDARD RACE**

For the STK1000 standard race, following the 'double header' race, MCRCB Regulation F3.2 will apply regarding the grid positions, the two segments comprising the 'double header' format will be treated as one complete race. Only lap times recorded in the element of each segment that includes the finish of each part will be considered.

e.g. if one of the segments is red flagged before 2/3 distance is completed, those lap times would not be considered. Only segments that are complete by chequered flag or red flag over 2/3 distance will be considered.

Any rider who takes part in the first segment (defined as starting the race from the starting grid at the point the start signal is given or starting the race from the pitlane in accordance with E1.6.8 f/g), but does not complete one timed racing lap in normal conditions (the first lap from a standing start and laps under safety car conditions are excluded from this definition), and therefore does not record a best lap time, will start the Standard race in their '100' race starting grid position plus 6 penalty places.