

Thruxton
02.03.04 August 2019

PERMIT NO. 2019/I-007 (MCRCB BSB)
2019/N-007 (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.

ADMISSION TO THE CIRCUIT AND PADDOCK ARRANGEMENTS



PIT BOX HOLDERS – Wednesday 15:00-18:00

ARTICS NOT IN GARAGES – Thursday 08:00-09:00

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

TYRE TRADE – Wednesday by arrangement

SERVICE COMPANIES – Thursday 08:00-15:00

ALL OTHER TEAMS & LIVING VEHICLES – Thursday 08:00 – 20:00
Friday 07:30 – 15:00



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

The holding area is located to the left of the main driveway, please do not proceed up the driveway without escort.

All working vehicle parking will be under the instructions of the MSVR-BSB Paddock Parking crew.

Hospitality vehicle passes that have been transferred to cars have no validity whatsoever.

RACE ADMINISTRATION & SIGNING ON



Race Administration is in a new location, it is located on the ground floor of the Thruxton Centre. Access is via the door on the right hand side of the building, closes to the glass marquee building.



Those that haven't signed on for a previous BSB 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. Wildcards will collect their passes at sign on and will not receive anything through the post prior to the event.

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 Thruxton and Cadwell Park are available for purchase in Race Administration until 11am on Sunday morning at £19 each.

COMPULSORY BRIEFINGS (MEET AT RACE ADMINISTRATION)



FRIDAY 10:15 ALL NEW RIDERS



TECHNICAL CONTROL SCHEDULE (In Technical Bay unless stated)

FRIDAY **08:45-09:15 SUPERBIKE**
09:15-09:45 MOTOSTAR
09:45-10:45 SUPERSTOCK 1000
10:00-11:15 SIDECARS (IN AWNINGS)
10:45-11:15 SUPERSPORT/GP2
11:15-11:45 SUPERSTOCK 600
11:45-12:30 JSS

Machines that have not had a barcode applied to the frame 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

Prior to practice periods/races, non garage holders machines should proceed via the route between Bennetts stand/TV portacabin and the temporary garages into the pitlane.

After completing the slowing down lap all machines must enter the pit lane and following qualifying or races proceed to parc ferme at the entrance to the pitlane.

The only exceptions are the top three finishers who will be directed to victory circle parc ferme outside the media centre. 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.

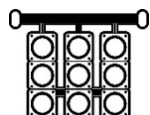
Pedestrian access is between parc ferme and media centre/victory circle.

SIDECARS: Assemble on runway by awnings to join the circuit next to the chicane escorted by the Safety Car into the pit lane for the practice and the races. At the end of FREE PRACTICE, QUALIFYING AND RACES one partial slow down lap leaving the circuit just prior to the chicane EXCEPT podium finishers who continue to pit lane. Parc ferme in teams' awnings for 15mins.



PRACTICE STARTS

- A) PIT LANE EXIT, AT ANY TIME**
- B) AFTER THE CHEQUERED FLAG ON RIDERS LEFT IN THE DESIGNATED "PRACTICE START ZONE" AT THE EXIT OF TURN 11 WOODHAM HILL, MARKED WITH A BOARD AT THE TRACK EDGE**



RACE START PROCEDURE & JUMP STARTS

THERE WILL BE ONE SIGHTING AND ONE WARM UP LAP FOR ALL CLASSES.

JUMP START - The ride through equivalent time penalty at Thruxton is 13 seconds.



SAFETY CAR

The Safety Car will enter the circuit at pit lane exit.

PADDOCK INFORMATION

NOISE RESTRICTIONS - Engines must not be started before 08.30 or after 18.30 on any day, on Sunday no engines between 09:20 – 10:45 for Church break.



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.

PLEASE BE MINDFUL OF SCOOTER USE AND KEEP USE TO AN ABSOLUTE MINIMUM FOR ESSENTIAL JOURNEYS ONLY, FACILITIES ARE ALL CLOSE TOGETHER AT THIS CIRCUIT

HELMETS MUST BE WORN BY RIDER AND PASSENGER WHEN COMMUTING BETWEEN THE PADDOCK AND THE OUTER LIVING AREA, WE RECOMMEND THAT ALL RIDERS AND PASSENGERS ON SCOOTERS WEAR HELMETS. UNDER 16 MAY NOT RIDE OR TRAVEL ON THE BACK OF A SCOOTER UNLESS THEY ARE A COMPETITOR SIGNED ON FOR THE MEETING.

2019 SCOOTER REGISTRATION – In principle all scooters should already have been registered, anyone still requiring to register a scooter should visit Race Administration and make an appointment.

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.

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



- An envelope, with the relevant stickers in it, will be provided for each rider.
- The envelope will contain stickers for both the front and rear tyres, the FRONT stickers having WHITE numbers and the REAR having BLACK numbers.
- The stickers MUST be applied to the relevant tyre wall on the right hand side.
- The clear backing sheet MUST be removed after the sticker has been fixed on the tyre.
- It is not necessary to remove stickers from previous rounds.
- 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.
- 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.
- 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.
- 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.



THRUXTON SERVICE ROAD ACCESS/BIKE RECOVERY POINTS

NO RESTART AFTER CRASH

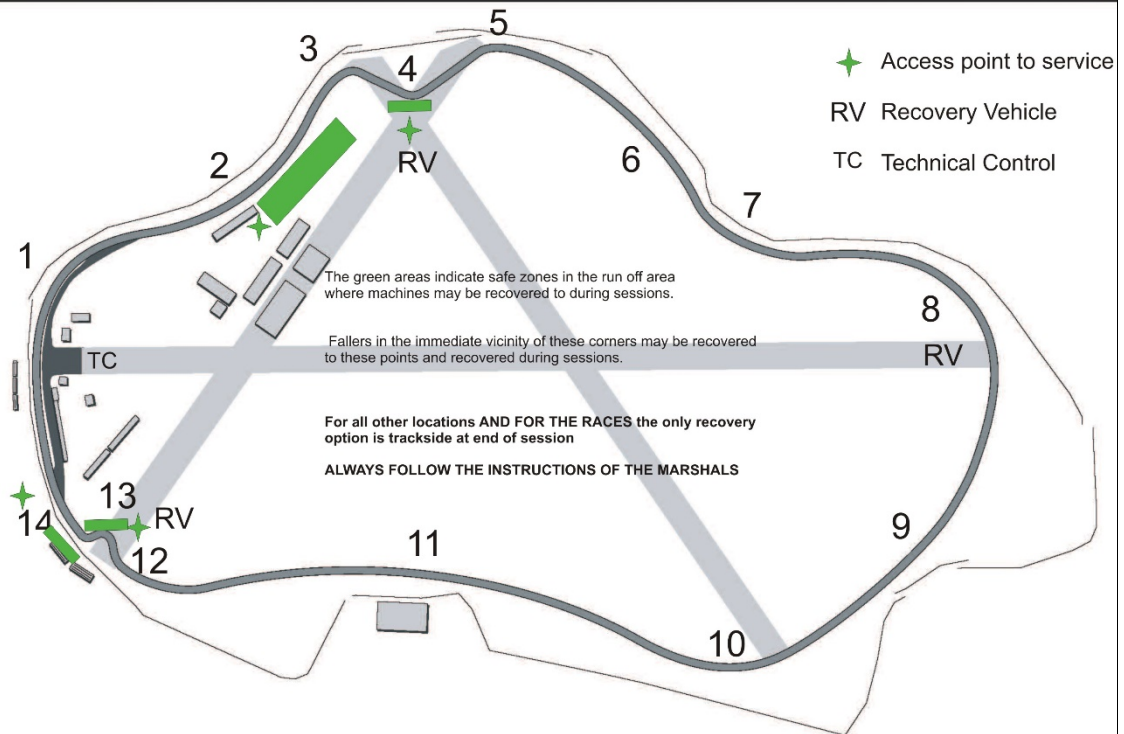
As per the 2019 MCRCB yearbook riders who fall from their machine are not permitted to continue in the practice session or race until passed fit by a Medical Officer (Ground Post or Medical Centre) and the machine re-inspected and cleared by Technical Control. Any infringement of this rule will result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



Further comments:

- a) *In the Superbike free practice one only, in the event of no fallers or technical retirements the session will run uninterrupted, save for red flag situations.*
- b) *If, five minutes before 50% point of the duration of the session there are machines that require recovering via the circuit the Race Director will advise (via the timing screens and teams radio) that he will interrupt the session by display of **red flag** at the 50% point. The machines will be then be recovered to Technical Control and the session restarted as soon as possible, lost time will not be added to the total session duration.*
- c) *If the session has been interrupted by the red flag prior to the 50% point in the session the session will not be further interrupted by the method described in (b) above.*

JUDICIAL PENALTY POINTS LOG



The MRCRB judicial penalty points carried forward to this event are as follows:

- Andrew Irwin 5 points expires 18/08/19
- Jack Kennedy 3 points expires 18/06/20
- Jeremy Knight 3 points expires 27/06/20
- Keith Farmer 2 points expires 19/04/20
- Leon Jeacock 2 points expires 20/04/20
- Alastair Seeley 2 points expires 18/06/20
- Rhys Irwin 2 points expires 29/06/20
- Jason O'Halloran 2 points expires 30/06/20
- Bradley Perie 1 point expires 18/04/20
- Connor Thomson 1 point expires 18/04/20
- James Henry expires 1 point 18/04/20
- Thomas Strudwick 1 point expires 19/04/20

Jake Hopper 1 point expires 19/04/20

Judicial penalty points are valid for 12 calendar months from the date of issue.

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 bsb@msvracing.co.uk
GARETH WOODS BSB PIT/PADDOCK & LOGISTICS CO-ORDINATOR	07732467977
THRUXTON CIRCUIT	01264 882200

Please note that all series sporting and technical information will be posted on
www.msvracing.co.uk/bsb