



2020

OPERATIONS MANUAL

SNETTERTON
21 - 23 AUGUST

ROUND 2



MSVR
MOTORSPORT VISION RACING



**MONSTER ENERGY RACE OF ACES - SNETTERTON
21.22.23 AUGUST 2020
OPERATIONS MANUAL**

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MONSTER ENERGY RACE OF ACES - SNETTERTON – 21.22.23 AUGUST 2020

TIMETABLE

FRIDAY	10.00 – 10.30	Honda British Talent Cup	Free Practice 1
	10.40 – 11.10	Quattro Group British Supersport/GP2	Free Practice 1
	11.20 – 11.45	Pirelli National Superstock 600 in association with Black Horse	Free Practice 1
	11.55 – 12.20	Pirelli National Superstock 1000 in association with Black Horse	Free Practice 1
	12.30 – 12.50 //	Molson Group British Sidecars	Free Practice
	13.20 – 13.50	Honda British Talent Cup	Free Practice 2
	14.00 – 14.30	Quattro Group British Supersport/ GP2	Free Practice 2
	14.40 – 15.00	Ducati Performance TriOptions Cup	Free Practice
	15.10 – 15.55	BENNETTS BRITISH SUPERBIKES IN ASSOCIATION WITH PIRELLI	Free Practice 1
	16.05 – 16.30	Pirelli National Superstock 600 in association with Black Horse	Free Practice 2
	16.40 – 17.05	Pirelli National Superstock 1000 in association with Black Horse	Free Practice 2
	17.15 – 17.35	HEL Performance Junior Supersport	Free Practice
	17.45 – 18.05	Molson Group British Sidecars	Qualifying
	SATURDAY	09.00 – 09.30	Honda British Talent Cup
09.40 – 10.00		Ducati Performance TriOptions Cup	Qualifying
10.10 – 10.55		BENNETTS BRITISH SUPERBIKES IN ASSOCIATION WITH PIRELLI	Free Practice 2
11.05 – 11.25		HEL Performance Junior Supersport	Qualifying
11.35 – 12.00		Quattro Group British Supersport/GP2	Qualifying
12.10 – 12.35		Pirelli National Superstock 600 in association with Black Horse	Qualifying
12.45 – 13.10		Pirelli National Superstock 1000 in association with Black Horse	Qualifying
13.20 – 13.45		BENNETTS BRITISH SUPERBIKES IN ASSOCIATION WITH PIRELLI	DATATAG Qualifying
14.15		Honda British Talent Cup	14 laps
15.00		Ducati Performance TriOptions Cup	10 laps
15.35		HEL Performance Junior Supersport	8 laps
16.15		BENNETTS BRITISH SUPERBIKES IN ASSOCIATION WITH PIRELLI – ROUND 4	14 laps
17.05		Quattro Group British Supersport Championship/GP2 – Sprint	12 laps
17.45		Molson Group British Sidecars	10 laps
SUNDAY	09.00 – 09.05	Molson Group British Sidecars	Warm up
	09.10 – 09.18	Pirelli National Superstock 600 in association with Black Horse	Warm up
	09.25 – 09.35	Honda British Talent Cup	Warm up
	09.45 – 09.55	BENNETTS BRITISH SUPERBIKES IN ASSOCIATION WITH PIRELLI	Warm up
	10.02 – 10.10	Pirelli National Superstock 1000 in association with Black Horse	Warm up
	10.17 – 10.25	Quattro Group British Supersport/GP2	Warm up
	10.40	Pirelli National Superstock 600 in association with Black Horse	12 laps
	11.30	Honda British Talent Cup	14 laps
	12.00 – 12.25	Commercial activities (TBC)	
	12.40	Pirelli National Superstock 1000 in association with Black Horse	12 laps
	13.30	BENNETTS BRITISH SUPERBIKES IN ASSOCIATION WITH PIRELLI – ROUND 5	16 laps
	14.15	Molson Group British Sidecars	10 laps
	14.50	Ducati Performance TriOptions Cup	10 laps
	15.35	Quattro Group British Supersport Championship/GP2 - Feature	15 laps
16.30	BENNETTS BRITISH SUPERBIKES IN ASSOCIATION WITH PIRELLI – ROUND 6	16 laps	
17.20	HEL Performance Junior Supersport	10 laps	



"Minute by Minute" Schedule			
CIRCUIT:	Snetterton 300	DATE:	21.22.23 August 2020

Friday

07.40 – 08.00	Radios available from AS-BC
08.05	IO briefing by AS-BC
08.35	All marshals/officials, medical staff and vehicles in position
08.45	Track and medical inspection
08.55	BMW Circuit closing lap
10.00	Start of British Talent Cup free practice 1
10.30	Finish of British Talent Cup free practice 1
10.40	Start of Quattro Group British Supersport/GP2 free practice 1
11.10	Finish of Quattro Group British Supersport/GP2 free practice 1
11.20	Start of Pirelli National Superstock 600 free practice 1
11.45	Finish of Pirelli National Superstock 600 free practice 1
11.55	Start of Pirelli National Superstock 1000 free practice 1
12.20	Finish of Pirelli National Superstock 1000 free practice 1
12.30	Start of Molson Group British Sidecars free practice (assemble and collected from Coram Gate)
12.50//	Finish of Molson Group British Sidecars free practice (leave at Coram Gate)
12.55 – 13.10	BMW S1000 RR filming activity
13.20	Start of British Talent Cup free practice 2
13.50	Finish of British Talent Cup free practice 2
14.00	Start of Quattro Group British Supersport/GP2 free practice 2
14.30	Finish of Quattro Group British Supersport/GP2 free practice 2
14.40	Start of Ducati Performance TriOptions Cup free practice
15.00	Finish of Ducati Performance TriOptions Cup free practice
15.07	Start of 3 minutes countdown to Bennetts BSB free practice 1
15.10	Start of Bennetts BSB free practice 1
15.55	Finish of Bennetts BSB free practice 1
16.05	Start of Pirelli National Superstock 600 free practice 2
16.30	Finish of Pirelli National Superstock 600 free practice 2
16.40	Start of Pirelli National Superstock 1000 free practice 2
17.05	Finish of Pirelli National Superstock 1000 free practice 2
17.15	Start of HEL Performance Junior Superport free practice
17.35	Finish of HEL Performance Junior Supersport free practice
17.45	Start of Molson Group British Sidecars qualifying (assemble and collected from Coram Gate)
18.05	Finish of Molson Group British Sidecars qualifying (leave at Coram Gate)
18.10	BMW Circuit opening lap – services stand down except for 1 x MC & 1 x AMB
18.15 – 18.30	BMW S1000 RR filming activity

Saturday

07.40 – 08.00	Radios available from AS-BC
08.00	IO briefing at AS-BC
08.35	All marshals/officials, medical staff and vehicles in position
08.45	Track and medical inspection
08.55	BMW Circuit closing lap
09.00	Start of British Talent Cup qualifying
09.30	Finish of British Talent Cup qualifying

09.40	Start of Ducati Performance TriOptions Cup qualifying
10.00	Finish of Ducati Performance TriOptions Cup qualifying
10.07	Start of 3 minutes countdown to Bennetts BSB free practice 2
10.10	Start of Bennetts BSB free practice 2
10.55	Finish of Bennetts BSB free practice 2
11.05	Start of HEL Performance Junior Superport qualifying
11.25	Finish of HEL Performance Junior Supersport qualifying
11.35	Start of Quattro Group British Supersport/GP2 qualifying
12.00	Finish of Quattro Group British Supersport/GP2 qualifying
12.10	Start of Pirelli National Superstock 600 qualifying
12.35	Finish of Pirelli National Superstock 600 qualifying
12.45	Start of Pirelli National Superstock 1000 qualifying
13.10	Finish of Pirelli National Superstock 1000 qualifying
13.17	Start of 3 minutes countdown to Bennetts BSB Datatag Qualifying
13.20	Start of Bennetts BSB Datatag Qualifying
13.45	Finish of Bennetts BSB Datatag Qualifying
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14.00	Pitlane opens for British Talent Cup sighting lap Safety Car at the front of grid Startline marshals on pit wall with row boards
14.05	Pitlane closed
14.08	5 minutes board on grid
14.10	3 minutes board on grid Safety Car leaves grid
14.12	1 minute board on grid
14.12/30s	30 seconds board on grid
14.13	Green flag/start of warm-up lap – followed by Safety Car
14.15	Start of British Talent Cup race, 14 laps ($\frac{2}{3}$ race distance - 9 laps) Medical Safety Car follows first racing lap
14.45	Finish of British Talent Cup race, ALL riders complete one slowing down lap and enter the pit lane. First three finishers stop at the podium Presentation to the first three finishers followed by TV post race interview
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14.50	Pitlane opens for Ducati Performance TriOptions Cup sighting lap Safety Car at the front of grid Startline marshals on pit wall with row boards
14.55	Pitlane closed 3 minutes board on grid Safety Car leaves grid
14.57	1 minute board on grid
14.57/30s	30 seconds board on grid
14.58	Green flag/start of warm-up lap – followed by Safety Car
15.00	Start of Ducati Performance TriOptions Cup race, 10 laps ($\frac{2}{3}$ race distance - 6 laps) Medical Safety Car follows first racing lap
15.22	Finish of Ducati Performance TriOptions Cup race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium Presentation to the first three finishers
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15.25	Pitlane opens for HEL Performance Junior Supersport sighting lap Safety Car at the front of grid Startline marshals on pit wall with row boards

15.30 Pitlane closed
3 minutes board on grid
Safety Car leaves grid

15.32 1 minute board on grid

15.32/30s 30 seconds board on grid

15.33 Green flag/start of warm-up lap – followed by Safety Car

15.35 *Start of HEL Performance Junior Supersport Championship race, 8 laps*
($\frac{2}{3}$ race distance - 5 laps)
Medical Safety Car follows first racing lap

15.55 Finish of HEL Performance Junior Supersport race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium
Presentation to the first three finishers

16.00 5 minutes board at pitlane exit/pitlane open for Bennetts BSB sighting lap
Two Safety Cars at the front of the grid
Startline marshals on pit wall with row boards

16.05 Pitlane closed

16.08 5 minutes board on grid
First Safety Car leaves grid

16.10 3 minutes board on grid
Second Safety Car leaves grid

16.12 1 minute board on grid

16.12/30s 30 seconds board on grid

16.13 Green flag/start of warm-up lap – followed by Safety Car

16.15 *Start of Bennetts BSB Championship round 4, 14 laps*
($\frac{2}{3}$ race distance - 9 laps)
Medical Safety Car follows first racing lap

16.45 Finish of Bennetts BSB race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium
TV post race interview followed by presentation to the first three finishers
Bennetts BSB Post Race Press Conference in the Media Centre

16.55 Pitlane opens for Quattro Group British Supersport/GP2 sighting lap
Safety Car at the front of grid
Startline marshals on pit wall with row boards

17.00 Pitlane closed
3 minutes board on grid
Safety Car leaves grid

17.02 1 minute board on grid

17.02/30s 30 seconds board on grid

17.03 Green flag/start of warm-up lap – followed by Safety Car

17.05 *Start of Quattro Group British Supersport/GP2 Championship Race, 12 laps*
($\frac{2}{3}$ race distance - 8 laps)
Medical Safety Car follows first racing lap

17.25 Finish of Quattro Group British Supersport/GP2 race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers in Championship & GP2 class winner stop at the podium
Presentation to the first three finishers

17.33 Sidecars collected from Coram gate and led to pitlane

17.35 Pitlane opens for Sidecar sighting lap

17.40 Startline marshals on grid with row boards
Pitlane closed
3 minutes board on grid
Safety Car leaves grid
17.42 1 minute board on grid
17.42/30s 30 seconds board on grid
17.43 Green flag/start of warm-up lap – followed by Safety Car
17.45 Start of Molson Group British Sidecar Championship, 12 laps
Medical Safety Car follows first racing lap
18.10 Finish of Molson Group British Sidecar race, ALL riders complete one partial
slowing down lap to leave at Brundle, top 3 to enter the pit lane to parc fermé.
First three finishers stop at VC. Presentation to the first three finishers
Presentation to the first three finishers

18.15 BMW Circuit opening lap
All marshals/officials, medical staff and vehicles stand down

Sunday

07.40 – 08.00 Radios available from AS-BC
08.05 IO briefing in AS-BC
08.35 All marshals/officials, medical staff and vehicles in position
08.45 Track and medical inspection
08.55 Circuit closing lap
09.00 Start of Molson Group British Sidecars warm up
(assemble and collected from Coram Gate)
09.05 Finish of Molson Group British Sidecars warm up
(leave at Brundle Gate)

09.10 Start of Pirelli National Superstock 600 warm up
09.18 Finish of Pirelli National Superstock 600 warm up
09.25 Start of British Talent Cup warm up
09.35 Finish of British Talent Cup warm up
09.42 Start of 3 minutes countdown to Bennetts BSB warm up
09.45 Start of Bennetts BSB warm up
09.55 Finish of Bennetts BSB Warm up
10.02 Start of Pirelli National Superstock 1000 warm up
10.10 Finish of Pirelli National Superstock 1000 warm up
10.17 Start of Quattro Group British Supersport/GP2 warm up
10.25 Finish of Quattro Group British Supersport/GP2 warm up

10.30 Pitlane opens for Pirelli National Superstock 600 sighting lap
Safety Car at the front of grid
Startline marshals on pit wall with row boards
10.35 Pitlane closed
3 minutes board on grid
Safety Car leaves grid
10.37 1 minute board on grid
10.37/30s 30 seconds board on grid
10.38 Green flag/start of warm-up lap – followed by Safety Car
10.40 Start of Pirelli National Superstock 600 Championship race, 12 laps
($\frac{2}{3}$ race distance - 8 laps)

11.10 Medical Safety Car follows first racing lap
Finish of Pirelli National Superstock 600 race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium
Presentation to the first three finishers

11.15 Pitlane opens for British Talent Cup sighting lap
Safety Car at the front of grid
Startline marshals on pit wall with row boards

11.20 Pitlane closed

11.23 5 minutes board on grid

11.25 3 minutes board on grid

Safety Car leaves grid

11.27 1 minute board on grid

11.27/30s 30 seconds board on grid

11.28 Green flag/start of warm-up lap – followed by Safety Car

11.30 Start of British Talent Cup race, 14 laps

($\frac{2}{3}$ race distance - 9 laps)

Medical Safety Car follows first racing lap

12.00 Finish of British Talent Cup race, ALL riders complete one slowing down lap and enter the pit lane. First three finishers stop at the podium
Presentation to the first three finishers followed by TV post race interview

12.00-12.25 Commercial Activities

12.28 Pitlane opens for Pirelli National Superstock 1000 sighting lap
Safety Car at the front of grid
Startline marshals on pit wall with row boards

12.33 Pitlane closed

5 minutes board on grid

12.35 3 minutes board on grid

Safety Car leaves grid

12.37 1 minute board on grid

12.37/30s 30 seconds board on grid

12.38 Green flag/start of warm-up lap – followed by Safety Car

12.40 Start of Pirelli National Superstock 1000 race, 12 laps

($\frac{2}{3}$ race distance - 8 laps)

Medical Safety Car follows first racing lap

13.10 Finish of Pirelli National Superstock 1000 race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium
Presentation to the first three finishers

13.15 5 minutes board at pitlane exit/pitlane open for Bennetts BSB sighting lap

Two Safety Cars at the front of the grid

Startline marshals on pit wall with row boards

13.20 Pitlane closed

13.23 5 minutes board on grid

First Safety Car leaves grid

13.25 3 minutes board on grid

Second Safety Car leaves grid

13.27 1 minute board on grid

13.27/30s **30 seconds board on grid**
13.28 **Green flag/start of warm-up lap – followed by Safety Car**
13.30 **Start of Bennetts BSB Championship round 5, 16 laps**
 ($\frac{2}{3}$ race distance - 10 laps)
 Medical Safety Car follows first racing lap
14.00 **Finish of Bennetts BSB race, ALL riders complete one slowing down lap and**
 enter the pit lane to parc fermé. First three finishers stop at the podium
 TV post race interview followed by presentation to the first three finishers
 Bennetts BSB Post Race Press Conference in the Media Centre

14.03 Sidecars collected from Coram gate and led to pitlane
14.05 Pitlane opens for Sidecar sighting lap
 Startline marshals on grid with row boards
14.10 Pitlane closed
 3 minutes board on grid
 Safety Car leaves grid
14.12 1 minute board on grid
14.12/30s 30 seconds board on grid
14.13 Green flag/start of warm-up lap – followed by Safety Car
14.15 **Start of Molson Group British Sidecar Championship, 10 laps**
 Medical Safety Car follows first racing lap
14.35 Finish of Molson Group British Sidecar race, ALL riders complete one slowing
 down lap and enter the pit lane to parc fermé. First three finishers stop at VC.
 Presentation to the first three finishers

14.40 Pitlane opens for Ducati Performance TriOptions Cup sighting lap
 Safety Car at the front of grid
 Startline marshals on pit wall with row boards
14.45 Pitlane closed
 3 minutes board on grid
 Safety Car leaves grid
14.47 1 minute board on grid
14.47/30s 30 seconds board on grid
14.48 Green flag/start of warm-up lap – followed by Safety Car
14.50 **Start of Ducati Performance TriOptions Cup race, 10 laps**
 ($\frac{2}{3}$ race distance - 6 laps)
 Medical Safety Car follows first racing lap
15.15 Finish of Ducati Performance TriOptions Cup race, ALL riders complete one
 slowing down lap and enter the pit lane to parc fermé. First three finishers stop at
 the podium
 Presentation to the first three finishers

15.20 5 minutes board at pitlane exit/pitlane open for Quattro Group British
 Supersport/GP2 sighting lap
 Two Safety Cars at the front of the grid
 Startline marshals on pit wall with row boards
15.25 Pitlane closed
15.28 5 minutes board on grid
 First Safety Car leaves grid
15.30 3 minutes board on grid
 Second Safety Car leaves grid
15.32 1 minute board on grid
15.32/30s 30 seconds board on grid
15.33 Green flag/start of warm-up lap – followed by Safety Car

15.35	Start of Quattro Group British Supersport Championship/GP2 race, 15 laps ($\frac{2}{3}$ race distance - 10 laps)
	Medical Safety Car follows first racing lap
16.00	Finish of Quattro Group Supersport race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium Presentation to the first three finishers followed by TV post race interview
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16.10	Start of loading of grid
16.15	5 minutes board at pitlane exit/pitlane open for Bennetts BSB sighting lap
	Two Safety Cars at the front of the grid
	Startline marshals on pit wall with row boards
16.20	Pitlane closed
16.23	5 minutes board on grid
	First Safety Car leaves grid
16.25	3 minutes board on grid
	Second Safety Car leaves grid
16.27	1 minute board on grid
16.27/30s	30 seconds board on grid
16.28	Green flag/start of warm-up lap – followed by Safety Car
16.30	Start of Bennetts BSB Championship round 6, 16 laps ($\frac{2}{3}$ race distance - 10 laps)
	Medical Safety Car follows first racing lap
17.00	Finish of Bennetts BSB race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium TV post race interview followed by presentation to the first three finishers Bennetts BSB Post Race Press Conference in the Media Centre
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17.10	Pitlane opens for HEL Performance Junior Supersport sighting lap Safety Car at the front of grid Startline marshals on pit wall with row boards
17.15	Pitlane closed 3 minutes board on grid Safety Car leaves grid
17.17	1 minute board on grid
17.17/30s	30 seconds board on grid
17.18	Green flag/start of warm-up lap – followed by Safety Car
17.20	Start of HEL Performance Junior Supersport Championship race, 10 laps ($\frac{2}{3}$ race distance - 6 laps)
	Medical Safety Car follows first racing lap
17.45	Finish of HEL Performance Junior Supersport race, ALL riders complete one slowing down lap and enter the pit lane to parc fermé. First three finishers stop at the podium Presentation to the first three finishers
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17.50	Circuit opening lap All marshals/officials, medical staff and vehicles stand down All Flags, number boards and scoops to be left on the track surface on the left hand side.
18.00	Event management meeting

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP
EMERGENCY/INCIDENT PROCEDURE – PROTOCOL (2020)
Incorporating COVID Risk Mitigation

This document, distributed to all British Superbike Senior Officials, Incident Officers, event Chief Medical Officers, event medical services and circuit management, acts as a general guideline to make BSB events ever more professional. It is intended to establish key operating procedures in the event of accidents and incidents. BSB events are staffed by a permanent team of marshals and officials and these procedures which are not specific to any venue have been developed over a number of years.

Stuart Higgs
Bennetts BSB Series and Race Director
MSVR

August 2020

INTRODUCTION

All incidents or accidents around the circuit are reported by radio to Race Control. Each circuit is divided into a number of sectors. The Incident Officer is in charge of all the personnel within his sector and is in direct radio communication with Race Control.

Incidents requiring the use of intervention vehicles generally fall into two categories:

1. Medical – A rider is injured and requires on-scene medical assistance and controlled transport to the Circuit Medical Centre.
2. Technical – The track is contaminated with a substance requiring treatment, or the first line of protection has been compromised and requires attention.

The following procedures describe the ideal manner in which incidents should be approached, but local conditions may require modification under direction of Race Control or CMO.

1. MEDICAL INCIDENTS - General

Motorcycle racing medical incident handling techniques differ totally from car racing by strongly promoting the use of strategically placed „Ground Posts“, staffed by either Doctors or Paramedics for fast trackside intervention and patient removal in the event of non-urgent cases. If the situation requires extra assistance then this will come in the manner described in this document.

The ground post medic will, in the first instance, assess the casualty. **In line with current CV19 protocol riders will have been instructed to keep visors down and their gloves on. They will** then decide if the rider can be moved to a safe position by scoop stretcher. **This recovery will be aided by marshals, at the direction of the ground post medic and facial PPE will be worn.** If the injuries are not of a serious nature, the treatment will be carried out at a place of relative safety until an ambulance arrives from either:

- a) The service roads in the public areas

b) Around the circuit at the end of the practice session or race.

If the Incident Officer and / or Medical Officer require extra assistance the following procedures apply:

- The Incident Officer requests extra assistance by contacting Race Control, giving a Kilo Code for rider condition and Kilo White.
- Race Control dispatches Intervention vehicles under controlled conditions. At the scene, the Incident Officer maintains radio communication with Race Control, giving estimates of extra resources required and time until the incident is cleared. **The incident officer will ensure full PPE is worn by marshals during any clearance operation.**
- The casualty is collected and vehicle proceeds to the Medical Centre and / or back to its original position.

Movement of Intervention vehicles -Notes for Medical Car / Ambulance personnel and Incident Officers;

All intervention vehicles (including Medical Cars and Ambulances) move ONLY upon the direct instruction of Race Control.

- Incident Officers must clearly ask for the support vehicle they require (*Kilo White, Ambulance / Medical car*)
- **In some instances, in line with CV19 protocol, Race Control will deploy two Medical Cars. The car medic will be wearing full FFP3 kit in both vehicles. The Drivers of both Medical cars will be wearing surgical masks and gloves.**

Vehicles should travel along the side of the circuit on which they are located. When there are motorcycles on the circuit, they should only cross the circuit or racing line under the direction of Race Control or the local marshals. In extreme cases, the discretion of an experienced Medical Car Driver is acceptable. Extreme care must be exercised by all concerned in this situation; if in doubt, do not cross the racing line.

- If placed on „STAND BY“ by Race Control, vehicles should switch on their engines and roof/headlights to alert the nearest flag points. Roof/headlights should be switched off when instructed to „STAND DOWN“. ALWAYS acknowledge radio instructions to Stand By, Stand Down and move / scramble. *Switch engines on and check roof lights regularly.*
- When on the circuit during a „scramble“, use ROOF and HEADLIGHTS ONLY, NOT hazard lights. Use indicators to signal intention and direction when leaving the circuit. All intervention vehicles should travel at a speed appropriate to the current track conditions; the driver should remember that the track surface may be contaminated with fluid or debris as a result of the original incident.
- When arriving at an incident, Medical Cars should park in a FEND OFF position to protect the casualty and marshals/medics. Ambulances should park in a position which will expedite loading of the casualty. If the ambulance will depart the scene in „wrong circuit direction“ the vehicle should ideally be turned around on arrival at the incident. *Incident Officers are requested to assist drivers by directing the vehicles to park in the best position. The two car medics will be the main operators, the ground post medic and drivers will act as ‘circulators’ passing any equipment to the operators and will remain at a distance of 2m when not required. The Incident officer and marshals will also remain at a distance of 2m unless requested by the main operators to provide assistance. All other personnel must keep clear of the scene.*
- **If under Safety Car conditions**, the Medical Car / Ambulance driver must stay in the vehicle with the radio at all times when attending incidents.

2. INCIDENT REPORTING – RADIO COMMUNICATIONS

The phonetic call-sign allocated to the Incident Officer will be used, transmissions should be prefixed e.g. "BASE FROM GOLF". "Golf to Base" should not be used as the call sign may be lost in the early part of the transmission.

The Incident Officer's first report should be an alert of the incident; in the event of potential escalation, ask BASE to "STAND BY". To advise of the potential intervention time and possible further assistance required the following classifications will be used;

KILO YELLOW SHORT Intervention period less than two minutes / laps

KILO YELLOW LONG Intervention period in excess of two minutes / laps

KILO PACE Incident Officer requests a Safety Car intervention

KILO WHITE Request Medical Car or Ambulance (IO to specify) during practice session or race either LIVE or under Safety Car

KILO RED Request practice session or race to be stopped (IO to specify technical or medical)

KILO GREEN All clear following KILO YELLOW or KILO WHITE

The primary responsibility of the Incident Officer is to maintain radio communication with Race Control until Kilo Green is declared.

3. MOVEMENT OF NON URGENT CASUALTIES

Injured riders who are treated by the Medical Officer on site and are not in a serious condition, may be transported to the Medical Centre via service roads, or one of the medical vehicles stationed around the circuit will collect the casualty and transport him back to the Medical Centre via the track at the end of the session or race (Kilo 20). **Should a medical vehicle be required (Kilo 20), in line with CV19 protocol Medical Cars should not be deployed for this purpose to avoid the possibility of unnecessary cross contamination.**

The movement of medical vehicles is controlled by Race Control under the authority of the Race Director.

4. KILO RED (MEDICAL) – GENERAL PROCEDURES

If an injured rider is on the track or run-off area and cannot be moved to an area of safety immediately behind the first line of protection (generally within two minutes or two laps); it may be necessary to stop or neutralise the race / practice session and dispatch a medical vehicle to the scene. On the basis that motorcycle accidents occur generally on the outside of a corner or curve, fully equipped Medical Cars are strategically located around the circuit for this purpose.

The Incident Officer, based on advice from the Medical Officer or other circumstances may request that the race or practice session be stopped (Kilo Red Medical). *If the condition of the rider is potentially life threatening, the additional code KILO 13 should be added to the radio call.* The race or practice will only be stopped at the order of the Race Director with the following responses taking place:

- 1) Race Control Instructs Red flag / lights to be shown at all points
- 2) Scramble nearest Medical Car
- 3) Dispatch nearest on-track Ambulance to the scene
- 4) Dispatch Safety Car with Chief Incident Officer

- 5) Dispatch Recovery vehicles
- 6) The section Incident Officer maintains communication with race control and the Chief. Incident Officer assists with the management of the incident. The Race Director, CMO and Chief IO (reporting) may attend serious incidents (potentially or actually fatal and incidents involving injuries to the public or officials). **The section Incident officer will supervise the adherence to the 2m distancing of marshals at the scene, where necessary.**
- 7) Casualty evacuated to Medical Centre
- 8) Vehicles return to their original positions

5. KEY PERSONNEL AND RESPONSIBILITIES

Most Pre-Hospital Trauma and Life Support (PHTLS) protocols have been developed to provide the best patient care during a journey of portions of an hour on public roads to definitive care. At BSB meetings, this journey will usually last portions of minutes over a well prepared racing circuit to high quality care in the Circuit Medical Centre. Therefore, in some cases, a well managed "scoop and run" procedure may cause less distress to the patient than more established protocols. However, appropriate medical care must not be compromised and the decisions of the medical practitioner with the patient are final.

The ground post medic should manage the medical care of the patient at the incident scene. Because the ground post medic witnessed the incident and understands the mechanism of injury involved, they should decide upon the method of extrication to be used. Where support, or skills beyond the ability or qualification of the ground post medic are required, these should be requested and appropriate practitioners will be despatched. The overall control of extrication remains with the ground post medic, **unless Medical Car support has been requested, then in line with CV19 protocols, the car medic will be the main operator.** until the patient is loaded into an ambulance. At this point, the patient will be properly „handed over" for transport.

The Medical Car Crew Will become the main operator upon arrival at the scene, the ground post medic will assist in delivering the appropriate care to the patient, using such advanced skills as are required.

The Medical Car Driver(s) (if the session has been red flagged) will act as a 'circulator' and will assist with the treatment of the patient in a fetch, carry and communicate" role, whilst maintaining at least 2m distance where possible. Where two Medical Cars are on scene, one driver becomes exclusively responsible for all required communications on both race and medical radio channels. Example call: "Medic 2 on scene, driver on med comms.

The Section Incident Officer is primarily responsible for radio communications with Race Control. He should notify Race Control of the incident and request the appropriate support. After directing the initial response to the incident, he should then concentrate on gathering and communicating information required by Race Control. This information includes, but is not limited to:

- The number of riders involved and their racing numbers
- The number of casualties, their identities and kilo codes
- Specialist medical practitioners required
- Estimates of support personnel and equipment required
- Estimate of time to clear the incident
- Identification of key witnesses to serious incidents
- Preparation of written incident reports including descriptions of the incident.

The Chief Incident Officer directs the operational response to the incident on scene to ensure that all elements of the emergency team are working properly and efficiently. This includes but is not limited to:

- Direction of arriving medical and support vehicles
- Direction of racing surface treatment activities

- Direction of machine position recording and recovery (photos if required)
- Liaison with on scene medical team for time estimation and re-stock requirements
- Requesting attendance of Race Director, CMO or Chief IO (reporting) if required.

6. NEUTRALISATION PROCEDURE – SAFETY CAR

The use of a Safety Car is authorised for all classes competing at BSB meetings unless specifically excluded in the event final instructions

The object of this regulation is to give Marshals and Medical staff more time to evaluate an incident prior to a decision being made in Race Control. It will only be used when trackside officials may be put at risk or following a request from an Incident Officer. If the incident is regarded as possibly serious, or the Safety Car is in operation for an excessive time then the race will be stopped. If the race is eventually stopped, the result of the first part of the race will be declared as at the end of the lap prior to the Safety car being introduced.

The general procedure will be as follows:-

- *Race control instructs "All points show Safety car flags now" – Startline to show 'Safety Car' board*
- *Race control dispatches Safety Car displaying red roof lights to pick up the race leader.*
- *When the incident is clear the Safety Car will be instructed to "extinguish roof lights" and all flag points should show a number board with a single digit "0".*
- *The Safety Car will enter the Pitlane at the end of the current lap.*
- *The race will be resumed by the showing of the green flag at the startline only; at this point Race Control will instruct flag points to "Withdraw Safety Flags"*

Priority radio silence must be observed during any pace car intervention

The full Safety Car Procedure is as follows:

- **A red flag with diagonal white cross will be displayed motionless at all marshals' flag posts during the neutralisation.**
- The riders must immediately slow down. Overtaking is forbidden.
- A black board bearing the symbol "SC" will be displayed on the start line during the whole neutralisation.
- Where circuits are equipped with LED panels the SC light will be displayed during the whole neutralisation.
- When the leading rider approaches the start line or other location described in the event final instructions, a clearly marked "Safety Car" will enter the circuit, with flashing red roof lights switched on.
- The riders catching the "Safety Car" will line up in single file behind the car, without overtaking it.
- Riders may stop at the pits. However, all current pitlane regulations must be adhered to.
- After stopping at the pits, riders must line up in a single file at the pit lane exit and may only rejoin the circuit when instructed to do so by an official with a green flag or a green light. The pit lane will be opened for 10 seconds after the last machine in line behind the "Safety Car" has passed. The pit lane exit will then be closed until the next lap.
- During the last lap of the neutralisation, all flag points should show a number board with a single digit "0" on it when instructed. The "Safety Car" will extinguish its red roof lights and exit the track into the pit lane.
- When the "Safety Car" has left the track, overtaking is forbidden up to the start line, where a green flag will be displayed. The red flag with a white diagonal red cross will then immediately be withdrawn from all marshals' posts. The exit of the pit lane will be permanently opened and the race will continue normally

- Each lap completed behind the “Safety Car” will be counted as a “race lap”.

For the **BSB class only (at venues with a lap length of less than -2.5 miles)**, the following also applies:

- In the event of a race being neutralised at any point after the race leader has completed two thirds (rounded down) of the original race distance, the first three laps of the “safety car” deployment will **not** count as a “racing lap”. At the point it is decided to pull in the “safety car”, the new number of laps to complete the race will be displayed on the timing screens to advise the teams. A board or digital display will also be shown to the riders at the start/finish line to count down the final five laps of the race.

7. KILO CODES

Any radio communication that includes a casualty’s condition **MUST** be relayed using the “Kilo Code”. This is an internal working code and should not be disclosed.

Kilo One	Dead, not certified
Kilo Two	Dead, certified
Kilo Three	Maternity/Abortion
Kilo Four	Overdose
Kilo Five	Multiple injuries
Kilo Six	Serious heart condition
Kilo Seven	Mental illness
Kilo Eight	Asphyxia
Kilo Nine	Unconscious
Kilo One-Zero	Burn
Kilo One-One	Haemorrhage
Kilo One-Two	Infectious
Kilo One-Three	Life threatening/immediate assistance required
Kilo One-Four	Abrasions/bruising
Kilo One-Five	Limb fractures
Kilo One-Six	Internal injuries
Kilo One-Seven	Head injuries
Kilo One-Eight	Spinal injuries
Kilo One-Nin	No apparent injuries
Kilo Two-Zero	Ambulance after race/practice session
Kilo Yellow short	Short intervention
Kilo Yellow long	Long intervention
Kilo White	Request Medical Car or Ambulance
Kilo Red	Request race or practice session stopped
Kilo Green	All clear following Kilo Yellow or White
Kilo Three-Seven	Machine has crossed first line of protection
Kilo Seven-Seven	Major off track emergency with casualties

8. MEDICAL CHASE CAR

A Safety Car will follow behind the motorcycles for the whole of the final warm up lap and the first racing lap. A Medical Officer will be assigned to the Safety Car which follows the first racing lap. In the event of an accident during the first racing lap the Safety Car does not stop unless instructed by the Race Director. In this situation the Medical Officer must know that for safety reasons, once he is out of the car, the Safety Car must immediately leave the scene and park in a safe place (previously defined); therefore this Medical Officer must get out of the Safety Car and take the medical equipment with him. The Medical Officer will remain in a marshal post close to the incident location if he cannot be picked up via a service road. In the event of further

medical assistance being required then this would be provided by a fully equipped Medical Car, requested and dispatched using the procedures previously described. A briefing with the Safety Car driver, Medical Officer, the Race Director and the CMO will be held prior to race day to settle every detail regarding this procedure.

9. KILO RED (TECHNICAL)

There are occasions when it is not possible to continue a practice session or race even when an incident does not result in injury. Generally, this is as a result of track surface contamination or damage to trackside furniture.

In these situations, the section Incident officer requests "kilo red technical" followed by an indication of the reason e.g. oil contamination following an engine failure.

For track contamination, the following procedure should be adopted:

- Race Control will instruct all points to show red flags / lights
- A Safety Car will be dispatched to perform an on scene assessment of equipment required
- When all bikes have passed, the Sector IO should place marshals at the beginning and end of the contaminated area, to indicate the approximate length and width of the contamination. This will assist with the decision to dispatch recovery units with chemical treatment solutions and air blowers, jet-wash equipment or the circuit sweeper lorry
- The Section IO should direct the marshals manual intervention until the arrival of support vehicles if requested
- The movements of support vehicles should be coordinated to complement the efforts of the marshals by both the section IO and chief IO
- The Chief IO and Section IO should maintain radio communication with race control and provide regular updates of progress and estimated time to completion.
- All equipment and personnel should be directed to a place of safety and the Safety Car should be the last vehicle to leave the circuit, indicating the circuit is ready for the event to continue.

The response to other technical issues will be decided according to the advice of the Section IO, Chief IO and Safety Car driver

10. KILO SEVEN - SEVEN (MAJOR OFF TRACK EMERGENCY)

At major sporting events there is always the possibility of a major off track emergency, such as, a bike hitting and injuring spectators, fire, explosion, collapse of building or grandstand etc. In these situations there would be an urgent need for Race Control to be made aware of this situation. The following protocol has been established where in the event of such an occurrence, Race Control can immediately be made aware, by the section incident officer transmitting "Kilo Seven Seven. This message might also be combined with another message e.g. Kilo Three Seven, Kilo Seven Seven, where for instance a bike has crossed into a spectator area **with resultant casualties. This alerts Race Control there is a major off track emergency that will almost certainly involve casualties and require additional resources and may require the Race Director to initiate the circuit major incident plan.**

- A Kilo Seven Seven message **DOES NOT** mean a red flag situation and Race Control will decide upon the best course of action.

COVID-19 Trackside Protocol (Race Events)

General Principles

This event takes place following relevant UK Government issued guidelines and protocols established by the event organiser, MSVR.

As a community, Racesafe will adopt an environment of self-health certification. It follows that any marshal suffering, prior to or during the event, any of the Coronavirus symptoms: High temperature, a new continuous cough or a loss or change to your sense of smell or taste different to the normal should withdraw from the event.

This also applies if any members of your household experience these symptoms.

Signing on to the event (in advance online) will include a declaration of health status:

<https://bsb.msv.com/CheckIn/Officials/2c6ad491-7579-4c06-87f3-365493265f26>

Any official, Medical team member or Marshal attending this event should NOT be:

Experiencing any of the Coronavirus symptoms, or any if any members of your household are likewise.

Shielding or away from work in order to shield.

In a household where someone is shielding and you risk passing infection.

Isolating as part of the track and trace initiative.

Anyone developing symptoms or feels unwell during the event should immediately telephone the Medical Centre 01953 887195 - They should not attend the Medical Centre unless in an emergency.

COVID 19 Officers

The following have been appointed to define, apply and monitor the BSB COVID 19 Protocol

Stuart Higgs (BSB Race Director)

Dr. Heike Romer (BSB Chief Medical Officer)

Steve Solley (BSB Chief Incident Officer)

John Proctor (BSB Chief Marshal)

PPE

In addition to your Racesafe overalls and your gloves each marshal will be provided with the following PPE:



Face covering (this comprises a mask and may include a visor depending on task). Further advice regarding application and circumstances when these should be worn will be provided at a safety briefing.

Hand sanitiser

Cleaning fluid for equipment

MCRCB REGULATIONS STATE THAT A FACE COVERING MUST BE WORN IN THE FOLLOWING AREAS:

Grid, Pitlane, Pit Box or Awning, Technical Control, Tyre/Fuel Service areas any internal working space e.g race direction, race control, medical centre, TKR, TV Production, race administration.

TRACKSIDE OPERATIONS – FACE COVERINGS MUST BE WORN

On post when the track is live – i.e. when bikes are on circuit

In pitlane during event operational hours

On the starting grid during start procedure

All other close proximity meetings eg IO and on section briefings

VEHICLE OPERATIONS

All vehicle operatives must wear a face covering at all times during operational hours when in an official vehicle

During Event

Please keep in mind that this event is high profile. Please keep a high standard of compliance with CV19 protocols and guidance. Maintain the 2m social distancing requirement and ensure facial PPE is worn where the 2m distancing maybe compromised, in all areas not merely trackside.

Trackside

In line with social distancing measures it will be necessary to avoid cross contamination. During the test event you will be required to remain in your allocated 'cell'. Each marshal post has been assigned prior to this event and that will remain your cell for the duration of the event. A record of personnel comprising these independent cells will be kept.

Similarly, all vehicle crews have been allocated prior to the event and will also remain as an independent cell. It will be necessary for each individual to make their own way to post in order to reduce the risk of any possible cross contamination with recovery crews or their vehicles.

All equipment in use should be regularly cleaned and all radios/earpieces will be thoroughly cleaned at the conclusion of this event before being returned.

On Post

During the event all communication with race direction will be made via radio and it must be clear and concise.

Social distancing should be maintained where at all possible.

At the discretion of the Incident Officer (IO) or race direction marshals may assist riders who have fallen from their machines or suffered mechanical difficulties and are in a hazardous position.

Riders will be advised to keep their visors closed and gloves on whilst being assisted. Marshals assisting riders will wear their face masks/shields and gloves. If any on post equipment is used, that should be cleaned with the appropriate sanitising fluid.

When the rider and machine are in a safe place any further recovery assistance will be arranged at the end of the session or at the discretion of race direction.

Riders transferring in recovery should keep helmets on or will be provided with a clean face covering.

If medical assistance is required, it should be communicated in the normal fashion. If, at the discretion of race direction, additional personnel are required at the scene social distancing measures should be respected where possible.

In the first instance the ground post medic will assess the rider, during this period marshals should remain at the minimum 2m unless otherwise requested by the medic. If further assistance is required in the event of the casualty being suspected as being unconscious initially or the injuries are more serious, two medical vehicles will be deployed. Both car medics will be wearing full PPE and will control proceedings. The ground post medic and the driver will provide assistance with the passing of equipment whilst maintaining 2m distance. Marshals should also maintain the 2m distance unless otherwise requested by the car medic. All other personnel should remain clear of the scene.

Circuit contamination will be dealt with in the normal manner after which any equipment used should be cleaned. Social distancing should be respected during any clean-up operation.

Incident Reports

Incident Reports and Rolling Logs need to be completed as usual. These should be placed in a sealed document holder and handed in at the event of the event. Incidents of a medical and/or contentious nature should be written up and the IO should take an electronic copy or photo and send by email, text or whatsapp to the Race Direction.

Campsite – Marshals and Medical staff

The campsite has been provided for Officials, Marshals and Medical staff exclusively. Families and friends cannot be accommodated, even if they are in the same tent, campervan or caravan as you.

Different households should plan separate accommodation.

There must be no congregating in awnings/enclosed spaces.

Site Plan

Following is the site plan for the event showing the strict limitations of access.

ENDS.

COVID-19 BSB Medical Operational Protocol BSB Medical Team (BSB MT)

The COVID-19 BSB Medical Operational Protocol for the BSB Medical Team (BSB MT) is under the direction of the BSB Chief Medical Officer.

1. Pre-Event

1.1 Availability

In order to offer your services you should NOT be :

- shielding / in a vulnerable group (or off work due to shielding)
- in a household where someone is shielding and you risk passing infection
- isolating as part of the track & tracing initiative

Prior to departure, please ensure that you do not have any signs of Covid-19 infection:

- high temperature
- new, continuous cough
- loss or change to your sense of smell or taste

1.2 FFP3 personal protection

Please advise the organiser (CMO) whether you have your own respiratory hood. If the hood is supplied by your employer, you should ensure that you are allowed to use it outside work.

If you normally wear an FFP3 face mask, please advise the CMO of the make and size mask that you have been fit-tested for. There are no fit-testing facilities at BSB, so we will endeavour either to have the mask that you have tested on or put you in a role where FFP3 protection is not required (ie aerosol generating procedures are not expected and others will attend if they occur).

2. During Event

Please remember that many of the marshals and people in the paddock will be looking at the way that we, the medical team, behave and judging us.

Please set a good example with 2m distancing and sensible behaviour. I'm sure we can do this but still have a nice, sociable, 'normal' meeting.

Anyone developing symptoms or feeling unwell during the Event should immediately telephone the MEDICAL CENTRE CONTACT NUMBER WHICH WILL BE ADVISED IN ADVANCE OF EACH EVENT. They should not attend the medical centre unless in an emergency.



MSVR has entered into a supply arrangement with NILCO to provide personal and vehicle bacteria and virus control sanitizer products which comprise:

Sanitization stations in the medical centre compound and entrances
Supply of personal products
Supply of vehicle cleaning products

2.1 Campsite

Campsite for workers only:

Whilst events are taking place with site restrictions, the officials' campsite is only available for paddock, circuit and trackside officials and workers. Families and friends cannot be accommodated, even if they are in the same tent or caravan as you.

Individual tents / caravans:

Tents, caravans and vans can only be shared between individuals from different households if this fits the current government guidelines. Ideally, different households should plan separate accommodation.

No congregating in awnings / enclosed spaces:

Caravan awnings should not be used for individuals from different households to congregate unless three out of the four sides are fully rolled up.

The BSB MT has sourced a number of gazebos (roof or roof and one side only) for us to use to sit under, particularly if it is raining. If anyone has a tarpaulin or outdoor heaters, to extend the roofed area, please bring them. A 2m distance should be maintained between chairs or individuals.

Mealtimes:

For the time being, there won't be a communal evening meal. However, a microwave will be put out under one of the gazebos and people can use this to heat up 'bing' meals, as the possibility of getting meals elsewhere will be limited. (A meal that is frozen at the beginning of the weekend and insulated, can take more than 24 hours to defreeze, so fridges aren't necessarily required.)

2.2 Sign On

Sign on will be in advance online: Test Day example here:

<https://bsb.msv.com/CheckIn/Officials/0fdbb4e7-30e6-490b-b42b-c2e7c9b84fd4>

The expenses sheets will be outside wherever possible, in order to ease distancing.

Unloading of the BSB MT van should be done at 2m distance or, if this is not possible, with face masks on.

There won't be transport out to post in the first few meetings (same as for the marshals). The

first few meetings are on short circuits, so walking out won't take long. Any vehicle personnel transfer will be done with minimal occupants wearing facial PPE.

2.3 Ground Posts

You will be on the same corner for all two or three days, in order to limit the numbers of people you come into contact with. The marshals will also be doing this so that each corner has it's own 'cell'.

2.4 Medical Cars

Car staff will be the same all weekend, on same trackside post.

When travelling out in the car or on post, the medic and driver should wear surgical masks as per ambulance / police regulations for multiple people in a vehicle. *

2.5 Incident

In the event of a fall:

Marshals have been told to keep 2m away.

Riders have been told to keep visor down and gloves on.

Actions of Groundpost medic:

1. try to encourage the rider to get to safety without assistance
2. if assistance needed, use a scoop ... marshals can help, all facial PPE, as they will be within 2m of each other and the rider.
3. if difficulty breathing or unconsciousness is suspected, **(K9, K13)** call for Medical Car back up immediately via the IO. **UNDER THIS CV19 PROTOCOL RACE CONTROL WILL DEPLOY TWO MEDICAL CARS.** Use manual manoeuvres to open the airway. The car will be dispatched quickly and be with you once airway adjuncts or ventilation are required. The car medic will be wearing full FFP3 kit as will the medic in the second car.
4. The two car medics will be the main operators for any airway generating procedure and both wear full FFP3 kit of face shield/glasses with FFP3 mask or respirator hood waterproof apron or coverall (if this rips or fabric overalls are otherwise contaminated, they should be changed at the end of the incident) gloves
5. Ground post medic and driver should act as 'circulators' ... passing kit in to the operators. They should wear surgical masks and gloves, keep upwind of the scene and 2m distant.
6. All others should keep clear of the scene.

Actions of Car Medic:

1. On post, the medic should have FFP3 kit available to don quickly or, if needed, on. The driver should either be wearing a surgical mask or have it immediately available to put on on arrival at scene.
2. When put on standby or en route to the incident, the medic should put on full FFP3

unless it is clear that this won't be needed (ie no aerosol generating procedure required).
The driver can concentrate on radio and driving.

3. On arrival on scene, the medic should take over care if any AGP is likely to be required. The driver should don a surgical mask and gloves before assisting with bringing kit from the car.

Casualty removal from scene

1. PPE should be used as per national standards.

Post-incident

1. PPE should be disposed of in black bin bags provided and these sent back to the medical centre where they will be put into clinical waste.
2. If overalls have been contaminated (by apron being torn etc), please travel back to the medical centre with the casualty rather than contaminate the medical car. A clean set of overalls will be provided for you to change into. The contaminated overalls should be sealed in a plastic bag and left for five days before washing in a normal domestic washing machine on a hot wash (60°C minimum).

3. Post Event

If you develop symptoms of C-19 within the fortnight after the event, please inform the CMO. All those that you have been in close contact will be contacted and informed.

These protocols are under permanent review and may be amended by the BSB Chief Medical Officer at any time.

Dr Heike Romer
BSB Chief Medical Officer

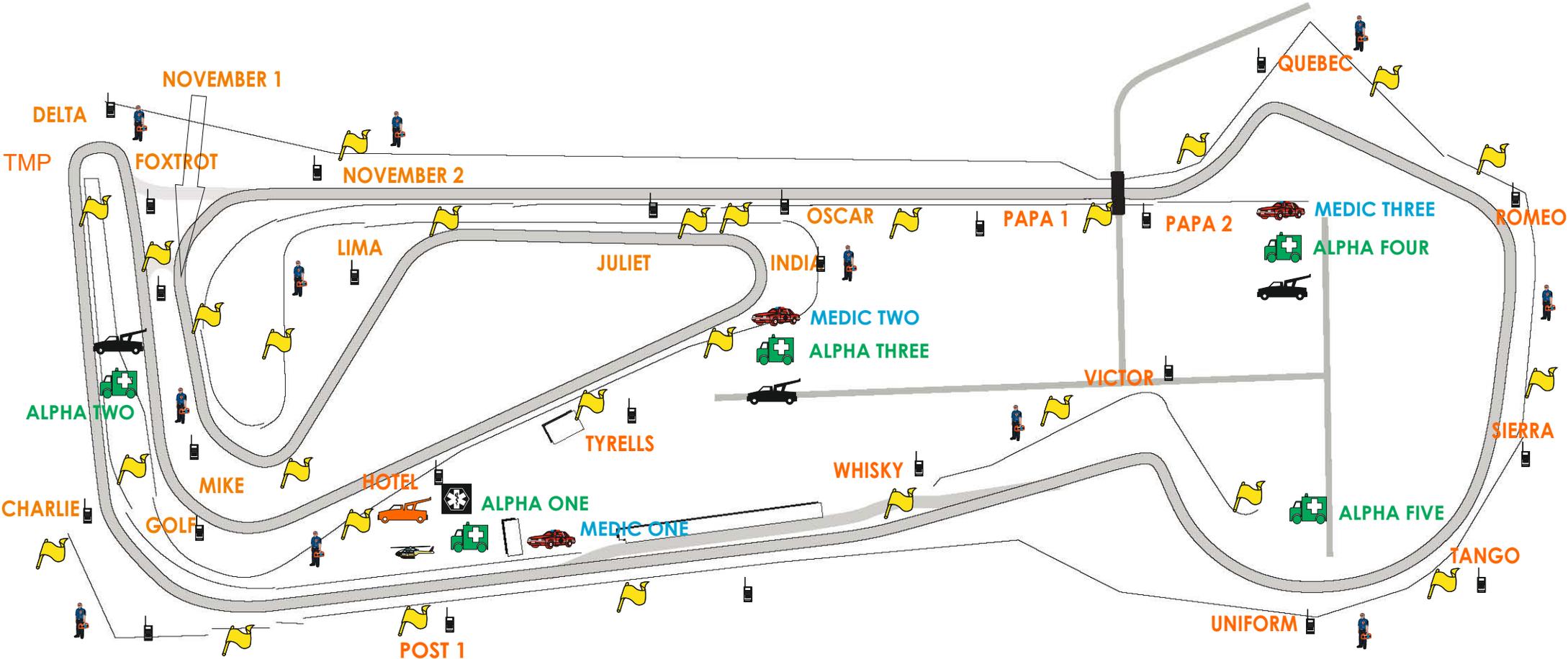
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Version 1.

Radio Communications Schedule BSB Round 2 21 - 23 August 2020, Snetterton

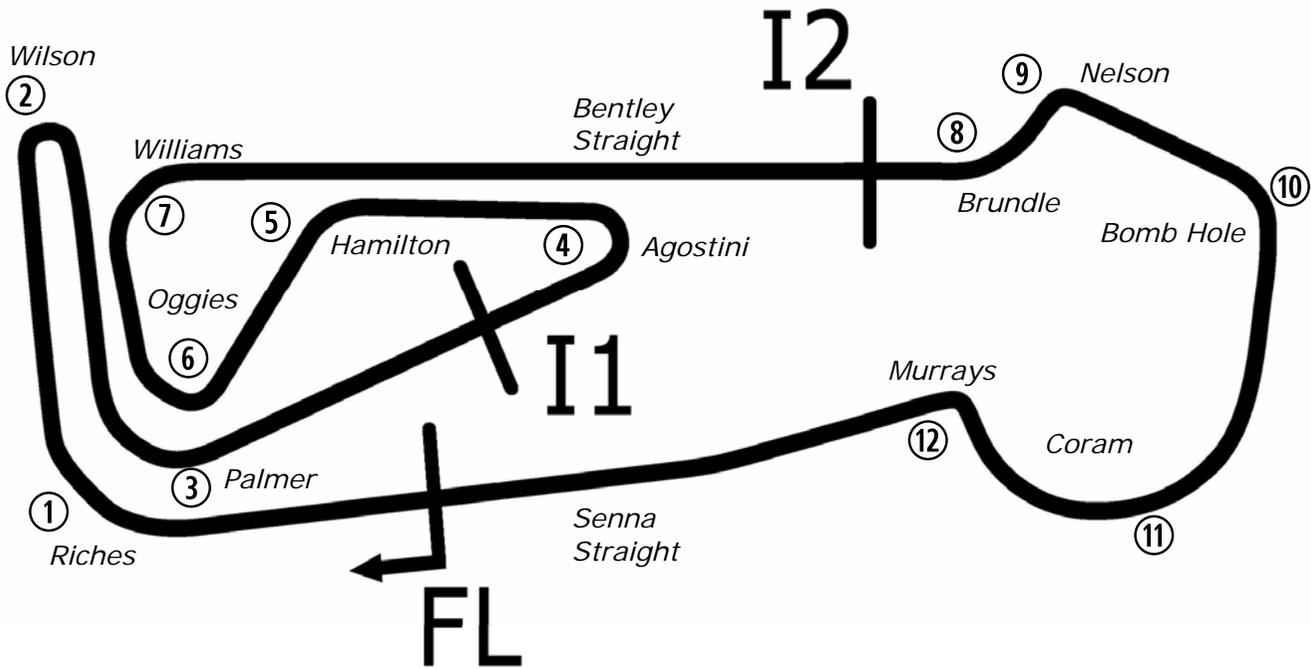
Call Sign	Location	Title	Name
Base	Race Control		
Alpha One	Pad / Med Centre	Ambulance	APMS
Alpha Two	Riches/Wilson Spine	Ambulance	APMS
Alpha Three	Agostini	Ambulance	APMS
Alpha Four	Brundle (Esses gate)	Ambulance	APMS
Alpha Five	Coram Inside	Ambulance	APMS
Medic One	Pit Exit	Medical Car	
Medic Two	Agostini	Medical Car	
Medic Three	Brundle (Esses gate)	Medical Car	
CMO		Chief Medical Officer	Dr Heike Romer
Post One	Senna Pit exit	Incident Officer	Janet Nettleship
Bravo	Riches in	Incident Officer	Neil Edwards
Charlie	Riches exit	Incident Officer	Mick Brooks
Delta	Wilson in	Incident Officer	Kristian Chamberlain
Echo		Race Director	Stuart Higgs
Echo 2		Judicial Clerk of the Course	Alan Woods
Echo 3		Race Direction	Paul King
Foxtrot	Wilson exit	Incident Officer	Paul Hartley
Golf	Palmer entry	Incident Officer	Jeff Bacon Fri Paul Leckey
Hotel	Palmer exit	Incident Officer	Paul Leckey
Post Seven	Tyrells	Reporting flag post	Robert Mcdermott
India	Agostini in	Incident Officer	Dan Wells
Juliet	Agostini exit	Incident Officer	Rab Lavender
Lima	Hamilton	Incident Officer	Stephen Moore
Mike	Oggies	Incident Officer	John Proctor
November 1/2	Williams	Incident Officer	Paul Barber // Alan Jackson
Post 14	Revitt Post 14	Reporting flag post	Ped Briggs
Oscar	Revitt Post 15	Incident Officer	Robin McCarlie
Papa	Brundle	Incident Officer	John Pedersen
Quebec	Nelson	Incident Officer	Geoff Langmaid
Romeo	Bombhole in	Incident Officer	Linda Ralph
Sierra	Bombhole exit	Incident Officer	Richard East
Tango	Coram Curve 1	Incident Officer	Pete Norwood
Uniform	Coram Curve 2	Incident Officer	Trish Banks
Victor	Murrays	Incident Officer	Dave Cooney
Whisky	Pit entrance	Incident Officer	Don Whinney
X-ray	Medical Centre	Medical Comms Officer	
Zulu		Chief I.O. (Operations)	Steve Solley
Start line	Start Line	Starter	Annabel Matthews
Start line	Start Line	Startline	Olga Budmir
Pit Lane	Pit Exit	Pit Exit	Jack Russell
PADDOCK TEAM	Paddock / Pitlane	Paddock Co-ordinator	Gareth – Jane – Stef – Susan
SAFETY ONE		Safety Car	Chris Glendinning
SAFETY TWO		Medical Chase Car	Stuart Anderson
RECOVERY 1		Recovery Vehicle	
RECOVERY 2		Recovery Vehicle	
RECOVERY 3		Recovery Vehicle	
TRU			Nick Young
TAXI 1 2 3 4		Taxi Bike	Rob Morris/Ian/
TYRE CONTROL	Pit Lane	Tyre Controllers	Nathan Mullenger/Tom Twyynam
RACE ADMIN	Ch 2		Claire (+ PODIUM) – Christine – Jacqui – Helen
MEDIA – SIGNS – CORPORATE			Laura – Alex – Sam

Snetterton 300 - Track/Emergency Services Plan (2020)

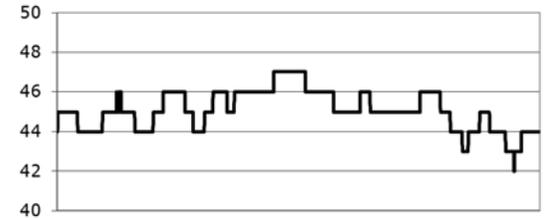


-  Medical Centre
-  Medical Centre Helipad
-  Medical Ground Post

Snetterton 300



Circuit Altitude (m)



Length	2.9689 miles	4778.0 m	
FL		52.46340 N	0.94476 E
I1	1545m	52.46487 N	0.94466 E
I2	3198m	52.46617 N	0.94964 E
Pit Entry	4572m	52.46364 N	0.94774 E
Pit Exit	40m after FL	52.46338 N	0.94420 E
Pit Entry-Pit Exit	246m, 14.7s @60kph, 11.0s @80kph		

Lap Records		Best Sector Information					
		Sector 1	S1 Trap (mph)	Sector 2	S2 Trap (mph)	Sector 3	F/L Trap (mph)
Superbikes	1:47.143	33.176	145.5	37.203	181.3	35.611	175.6
Supersport / GP2	1:50.689	34.455	136.1	38.979	164.4	36.578	158.6
Superstock 1000	1:49.892	34.294	144.3	38.465	174.7	36.548	170.7
Superstock 600	1:53.456	35.215	133.7	39.537	160.5	37.578	151.5
Motostar	1:58.342	37.232	120.4	41.784	139.2	39.079	128.8
600 Sidecar	1:58.396	36.955	123.1	41.896	144.3	39.147	130.5
Ducati Cup	1:53.015	35.310	132.8	39.636	164.4	37.784	156.0
British Talent Cup	2:02.460	38.373	116.5	43.167	132.6	40.369	122.4
Junior Supersport	2:08.046	40.112	111.1	45.157	126.1	42.139	112.7

MONSTER ENERGY RACE OF ACES

21.22.23 August 2020

SNETTERTON

PERMIT NO. 2020/I-0002 (MCRCB BSB)
2020/N-0002 (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 2020 MCRCB Yearbook and 2020 MCRCB Yearbook COVID Amendments which are published online at:

<https://www.msvracing.com/media/4476/2020-mcrCB-yearbook-120320.pdf>

<https://msvstatic.blob.core.windows.net/documents/MCRCB%20Yearbook%20COVID%20Amends%20V2%20170820.pdf>

COVID PROTOCOLS ARE DEEMED MCRCB REGULATIONS AND JUDICIAL ACTION MAY BE TAKEN FOR NON-COMPLIANCE.



ANYONE WITH ANY OF THE PUBLISHED SYMPTOMS OF COVID-19 OR WITH UNDERLYING HEALTH ISSUES AND CONSIDERED VULNERABLE SHOULD NOT ATTEND THIS EVENT:

www.nhs.uk/conditions/coronavirus-covid-19/symptoms/

Anyone developing symptoms or feeling unwell during the Event should immediately telephone the MEDICAL CENTRE **01953 887195** - **They should not attend the medical centre unless in an emergency.**

ACCESS TO THIS EVENT IS RESTRICTED TO ACCREDITED PERSONS ONLY – THESE ARE HOLDERS OF A VALID MSVR ISSUED 2020 BSB ALL AREAS, PITLANE OR PADDOCK CREDENTIAL. TEAMS MUST KEEP A RECORD OF ANY NON PHOTO PASSES ISSUED DETAILING THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE PASSHOLDER. MSVR WILL MAKE SPOT CHECKS REGARDING THIS. NON PRODUCTION OF PASS INFORMATION WILL BE CONSIDERED A BREACH OF THE COVID PROTOCOLS.

ACCESS TO THE VENUE WILL BE RESTRICTED AS SHOWN ON THE ATTACHED SITE PLAN. SECURITY AND MARSHALS WILL BE PATROLLING RED ZONE AREAS. ANYONE IN THESE AREAS WILL HAVE THEIR CREDENTIALS WITHDRAWN AND ACTION WILL BE TAKEN AGAINST THE ISSUING TEAM.



Thorough hand washing with soap and water for 20 seconds must be performed frequently by everyone and all teams must have their own designated hand washing area within their paddock space. Anti-bacterial hand wash with a minimal alcohol content of 60% should be used when soap and water are not available. Hand gel should be carried by all personnel. Where personnel wear gloves, the gloves must also be frequently cleaned as above or be replaced.

BSB HAS A SUPPLY ARRANGEMENT IN PLACE WITH NILCO

<https://nilcouk.com/blogs/news/nilco-named-as-bsb-s-official-sanitising-partner>

PRODUCTS ARE AVAILABLE ONSITE FROM R&G Racing



All teams / suppliers must ensure they supply their own personnel with any relevant Personal Protective Equipment (PPE) for the duration of the Event in accordance with prevailing government guidelines.

<https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19/construction-and-other-outdoor-work>

<https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19/vehicles>

Where possible, the current social distancing guidelines must be adhered to at all times. Where this is not possible (i.e. working on a machine), personnel must wear face masks and gloves (eye coverings should be worn where appropriate) at all times and try to avoid face-to-face situations with anyone less than 2 metres distant.

Face masks are compulsory and must be worn by all personnel when in the following working areas: Pit Garages (or in awnings in the paddock), in the Pit Lane, on the Signal Wall*, on the Starting grid, in Technical Control, in the TV and Technical Parc Ferme, at Tyre and Fuel supplier material handling areas.

In any indoor working room noting that the media centre, race direction and timekeeping/commentary rooms are not accessible to teams. Access only via exceptional invitation.

When visiting race administration – one nominated person per team.

*SIGNAL WALL – A MAXIMUM OF 2 PEOPLE PER RIDER MAY ACCESS THE SIGNAL WALL – PLEASE SPACE OUT. PLEASE REMOVE ANY EQUIPMENT AFTER EACH SESSION AND REGULARLY CLEAN.

PIT GARAGES AND AWNINGS WILL BE MONITORED FOR OCCUPANCY – Teams are encouraged to mark out 2m² sections on all flooring inside garages or awnings. Teams to manage numbers in the garages / awnings to keep to a necessary minimum.

Teams will be responsible for cleaning/sanitising their own garage, awning spaces and equipment at regular intervals throughout the Event. It is recommended that sharing of tools and equipment should be avoided where practical.

Team members must keep to their own paddock space as much as possible and avoid unnecessary interaction with other teams' personnel at all times.

Team personnel must not touch any generator power equipment in the Paddock, other than connecting/disconnecting a power lead to a distribution box (which will be cleaned prior to placement). Only Speedy/IDE personnel can handle generators and distribution boxes.

Pit Garage doors should remain open at all times whilst the pit box is occupied

There should be no shared on-site overnight accommodation (i.e. motorhomes / caravans / team transporters) unless personnel are from the same household or support "bubble".

Teams are required to complete and maintain a COVID-19 Risk Assessment covering their activities at Events, keeping it updated with any subsequent changes as they are introduced. Proof of same may be requested by any attending local or regional EHO.

**PROTECT EACH OTHER – PROTECT YOURSELF
PROTECT THE SPORT**

ADMISSION TO THE CIRCUIT AND PADDOCK ARRANGEMENTS



PIT BOX HOLDERS (SEE GARAGE PLAN AT END OF DOCUMENT) & ARTICS NOT IN GARAGES – Thursday from 8:00

TEAM CATERING – Wednesday 09:00-17:00 (earlier by express agreement)

TYRE TRADE – Wednesday by arrangement

SERVICE COMPANIES – Thursday 09:00-15:00

ALL OTHER TEAMS & LIVING VEHICLES – Thursday 08:00 – 20:00

Friday 07:30 – 10:00



There is STRICTLY no access outside of these times – in particular motorhome suppliers MUST NOT DROP BEFOREHAND and they must be collected by end of day Monday 24th August. Motorhomes either positioned or not collected will be subject to a chargeable release fee.

All working vehicle parking will be under the instructions of the MSVR-BSB Paddock Parking crew. Team support vehicles may not have paddock access, regardless of the pass allocated, and may have to park in a secondary area if directed, as priority will be for principle paddock work vehicles.

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

All access is via the main entrance, a holding area will be established before the bridge.

The pass system will be active from Thursday morning. Personnel and vehicle passes will be scanned on arrival.

RACE ADMINISTRATION & SIGNING ON



Race Administration is located on the ground floor of the race control and commentary building. Given its size, only two persons may be at the counter at any one time and a socially distanced queuing system will operate outside.

Those that haven't signed on for a previous BSB test and or/under 18s must sign on before going on circuit. Those with overseas licences must also show start permission from their national federation or a full FIM licence. Wildcards will collect their passes at the Launch Pad on Thursday – see below*



All riders will need to sign on **once for the season** via the link below which involves uploading a copy of their current race licence:

<https://bsb.msv.com/CheckIn/66d6a62f-16bb-4134-8eb0-d9f257ecaa77>

Race Administration can also assist with any permanent personnel or vehicle pass queries. Personnel pass changes / additions are chargeable at £30 each.



NEW RIDER BRIEFINGS (MEET AT RACE ADMIN)

THIS WILL BE ARRANGED WITH SOCIALLY DISTANCED SEATING - PLEASE WEAR A FACE COVERING (COMPULSORY) WHEN ATTENDING

BRITISH TALENT CUP - NEW RIDER BRIEFING :

THURSDAY 17:30 (followed by group track walk)

NOTE: THE DORNA RIDER COACH MAY CALL GROUP OR INDIVIDUAL MEETINGS – THESE WILL BE NOTIFIED BY TEAM EMAIL.

ALL OTHER CLASSES :

FRIDAY – 09:30



TECHNICAL CONTROL (TC) SCHEDULE



FRIDAY	09:00 – 11:00	SIDECAR (in awnings)
	09:00 – 09:45	STK600
	09:45 – 10:45	STK1000
	10:45 – 11:30	BSS/GP2
	11:30 – 12:00	DUCATI TOC
	12:00 – 12:30	BTC
	13:15 – 13:45	BSB
	13:45 – 14:30	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 (and face covering).

REVISED COVID TECHNICAL CONTROL PROCEDURES CAN BE FOUND AT:

<https://www.msvracing.com/media/4760/mrcrb-yearbook-covid-amends-230720.pdf>



ENTRY & EXIT TO THE CIRCUIT

Rider access AND pedestrian/crew access is **between Garage 26 and Pirelli**. There is a **secondary pedestrian only** access point between the race control building and the tented pits.

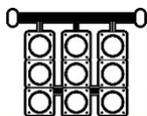
After completing the slowing down lap all machines must enter the pit lane and following qualifying or races proceed to parc ferme/exit route at the far end of the pit lane.

The only exceptions are the top three finishers who will be directed to the TV parc ferme. Strictly only 2 assistants per bike are permitted with a face covering in this area and once the bike is secure they must move away to allow TV access to the riders.



PRACTICE STARTS

- A) PIT LANE EXIT, AT ANY TIME PIT LANE EXIT IS OPEN
- B) AFTER THE CHEQUERED FLAG ONLY IN THE DESIGNATED "PRACTICE START ZONES"
 - Exit of Turn 7 Bentley Straight – riders right



RACE START PROCEDURE & JUMP STARTS

THERE WILL BE A SIGHTING LAP(S) PERIOD AND ONE WARM UP LAP FOR ALL CLASSES.

JUMP START - The ride through equivalent time penalty a SNETTERTON is 15 seconds.

ALL PERSONNEL ON THE GRID – UP TO FOUR PERSONS PER RIDER (+1 in BSB CLASS FOR TEAM PRINCIPAL) – MUST WEAR A FACE COVERING.



SAFETY CAR

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

BSB CLASS – LAPS WILL NOT BE ADDED AFTER 2/3 DISTANCE



Paddock Information

NOISE RESTRICTIONS -

Thursday – no engines to be started
F/S/S – Before/After 08:30 – 18:30

CONTROL FUEL – EURO MSPORT will be supplying Panta control fuel, adjacent to the circuit fuel station, pre-orders are recommended via their website <https://www.msvracing.com/media/4346/bsb-fuel-order-form.pdf>

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.

2020 SCOOTER REGISTRATION PROCESS:

FOR THOSE NOT REGISTERED AT DONINGTON PLEASE VISIT RACE ADMINISTRATION BEFORE 10:00 FRIDAY

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, and a face covering.

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.

As social distancing on a scooter is impossible carrying a passenger – this is strongly discouraged and in any circumstances where there is a rider and passenger – BOTH MUST WEAR MOUTH/NOSE COVERING.

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 ALLOCATION AND SERVICE



SEE ATTACHED AND HERE:

<https://msvstatic.blob.core.windows.net/documents/2020%20control-tyres%20amended%20170820.pdf>

<https://msvstatic.blob.core.windows.net/documents/SNETT%20FITTING%20SCHEДУLE.pdf>

TYRE STICKER ENVELOPES MUST BE COLLECTED FROM RACE ADMIN OFFICE BEFORE FIRST PRACTICE SESSION FOR EACH CLASS



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 – JSS – collection from race admin
- Quattro front number plate stickers – Supersport/GP2 - collection from race admin
- BTC sticker kit – 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.



TIMEKEEPING/TRANSPONDERS/INFO SERVICE

TSL Timing will be at the event, live timing will be available and results will be published on the TSL website <https://www.tsl-timing.com/>. There will NOT be a photocopying results service (at the test or race events for the foreseeable future) so we recommend that you bring your own printer should you require instant hard copies.

A charged and working transponder must be fixed to all riders motorcycles for timing and tracking. TSL will have a limited number available for hire on the day. These can be hired for the day from Race Administration at a cost £30 (£25 + VAT) but must be pre-booked at www.tsl-timing.com/store.

JUDICIAL PENALTY POINTS LOG



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

Name	Points	Expiry Date
Andrew Irwin	6 (+ 3 suspended)	6/9/20 (3) 19/10/20 (3 suspended) 9/8/21 (3)
Jerry Van De Bunt	2	16/8/20
Brandon Paasch	2	3/10/20
Rob Guiver	2	20/9/20
Luke Jones	2	20/9/20

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

TEAM CATERING – TYRRELLS



WITH LIMITED TEAM FACILITIES PRESENT AND OTHER RESTRICTIONS TYRELLS WILL HAVE A FULL SERVICE FOR THE PADDOCK FROM THURSDAY MORNING TO SUNDAY EVENING WITH A PRE ORDER AND COLLECT SERVICE

FULL DETAILS HERE:

<https://msvstatic.blob.core.windows.net/documents/Tyrrells%20SN%20BSB%20Team%20Order%20Form.pdf>

This event is obviously going to have to operate under very extreme restrictions and scrutiny. Adherence to the protocols and procedures to mitigate the risk of COVID-19 transfer is critical, first and foremost for the health and wellbeing of all in the BSB community but also to protect the viability and integrity of the championship. Please read carefully all the information provided.

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

Stuart Higgs
Bennetts BSB Series and Race Director

Claire Fennell
Series Administrator

EVENT CONTACT DETAILS AND NOTICES

BSB ADMINISTRATION	TEL: 01332 819522 or 07826 553878 E: bsb@msvracing.co.uk
SNETTERTON CIRCUIT	Snetterton Circuit Norwich Norfolk NR16 2JU MAIN OFFICE: 01953 887303 MEDICAL CENTRE: 01953 887195
BSB PADDOCK	TEL: 07732 467977

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

Enclosures:

- Bulletin 2 – Race Direction Info
- Pit Box Allocation
- Circuit map and TK data
- Site & Paddock Plan – access/restrictions
- Pirelli Tyre Service – allocation and service
- 2020 MCRCB Yearbook COVID Amendments
- BSB 2020 Health & Safety notices
- TYRRELLS catering information and order form

SNETTERTON 300 – 21.22.23 AUGUST 2020 – BULLETIN 2 – RACE DIRECTION INFO

1. TRACK LIMITS

A reminder to all riders that in the event of exceeding track limits the consequences are:

During Practice and Qualifying:

The Race Direction will cancel the lap time on which the transgression occurred.

During Racing:

The Race Direction will impose a time penalty if it is judged that any advantage has been gained or the manoeuvre is considered unfair or unsafe, or for repeated occurrences. Please note in particular green painted areas. These are outside track limits.

2. PRACTICE START ZONES

Pitlane exit at any time pitlane exit is open

After the chequered flag: After Turn 7 (Williams), riders right.

This area will be indicated with the trackside boards "PRACTICE START"

3. RIDE THROUGH EQUIVALENT TIME PENALTY 17 SECONDS

4. LONG LAP ROUTE AND LOCATION OF LONG LAP AND OTHER PENALTY BOARDS

Long Lap Penalty - The penalty may be used to correct situations where an advantage has been gained, eg an overtake under yellow flag or safety car flag conditions that's not corrected, repeated track limits or an unfair manoeuvre. The advantages are a "real time" penalty that can be easily understood and to replace the current in race "change position" penalty which is difficult to communicate and manage within a race with many variables. At Snetterton we have selected the tarmac run off area on the outside of Turn 2. Further details and diagrams are presented on page 2.

5. PIT EXIT

PIT EXIT BLEND LINE – DO NOT CROSS THE UNITERUPTED WHITE LINE PRIOR TO THE STAGGERED LINE



Thank you for your attention.

RACE DIRECTION

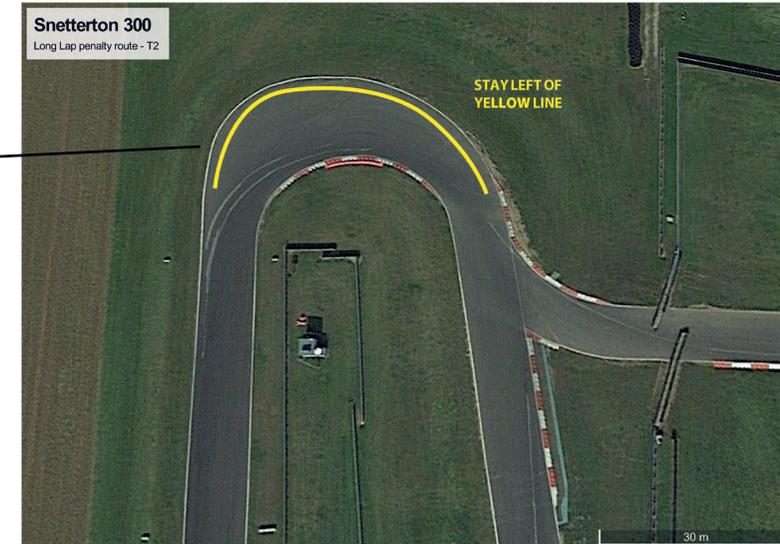
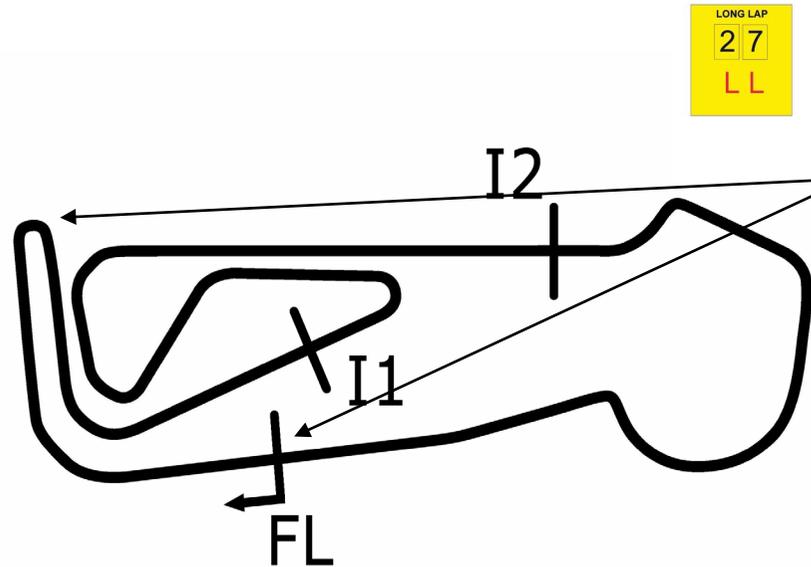
Issued 09:00 // 18.08.2020

Location & Position of LONG LAP ROUTE and “LONG LAP”, “CHANGE POSITION”, “TIME PENALTY” and RIDE THROUGH penalty boards.

SNETTERTON

Long Lap and other penalty boards

Long Lap Penalty Route – Turn 2 (Wilson)



3.3.6 LONG LAP – During the race the rider will be instructed to ride through the “Long Lap” penalty route. This will be a pre-defined route, usually utilising a tarmac run-off area, or outside radius of a corner. The Long Lap penalty area, route and procedure will be published to all riders prior to the first practice session. A long lap penalty cannot take place during a safety car intervention period.

3.3.7 For a Long Lap penalty, the team will be notified via the timing screen and notification will be given to the rider at the finish line (or other pre-defined area) by means of a board. Failure by the relevant rider to perform the Long Lap penalty procedure having been shown the board 3 times, or perform the procedure correctly, will result in that rider being inflicted with a (pit lane) ride-through or ride-through equivalent time penalty. The rider must stay within any lines defining the Long Lap route, infractions may result in the penalty being repeated. **The rider carrying out the Long Lap penalty is responsible for leaving and rejoining the track, following the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised.** Overtaking is forbidden within the Long Lap route.

If the section of track that the Long Lap penalty area is in is under yellow flag conditions then the penalty route cannot be used and the lap not counted for the purpose of serving the penalty within 3 laps of notification. In the case of a race interrupted prior to a Long Lap penalty being carried out, and if there is a second part to the race, the relevant rider will be inflicted with a time penalty added to his time for the first part. He will not then have to carry out a long lap penalty in the restarted race.

Long Lap Equivalent Time Penalty value: **2 SECONDS**

SNETTERTON 300 – 21.22.23 AUGUST 2020

PIT BOX ALLOCATION (V1 110820)

GARAGE OCCUPANCY NOT POSSIBLE BEFORE 08:00 THURSDAY 20/08 UNLESS EXPRESSLY AUTHORISED

Note: due to COVID-19 RISK mitigation protocols ****Only teams listed and their associated personnel may occupy boxes.****

- 01 VisionTrack Ducati
- 02 VisionTrack Ducati
- 03 Honda Racing
- 04 Honda Racing
- 05 Honda Racing (x2 STK1000)
- 06 Oxford Products Racing
- 07 McAMS Yamaha
- 08 McAMS Yamaha
- 09 Buildbase Suzuki
- 10 Buildbase Suzuki
- 11 Buildbase Suzuki (x2 STK1000)
- 12 RAF Regular and Reserves Kawasaki
- 13 Massingberd-Mundy Kawasaki
- 14 Massingberd-Mundy Kawasaki
- 15 Rich Energy OMG Racing
- 16 Rich Energy OMG Racing (+STK1000)
- 17 Global Robots BMW
- 18 Global Robots BMW
- 19 SYNETIC BMW Motorrad
- 20 SYNETIC BMW Motorrad
- 21 Santander Salt TAG Racing
- 22 Santander Salt TAG Racing
- 23 Santander Salt TAG Racing (STK1000/STK600)
- 24 GR Motorsport
- 25 Lloyd & Jones Bowker Motorrad
- 26 Lloyd & Jones Bowker Motorrad (GP2/BTC)

- T1 Tysers Yamaha (BSS)
- T2 Tysers Yamaha (BSS)
- T3 CDH Racing
- T4 MET Healthcare Team 64
- T5 NP motorcycles
- T6 Roadhouse Macau by ON1
- T7 Bike Devil
- T8 Bike Devil (BSS)
- T9 Bike Devil (BSS)
- T10 Gearlink Kawasaki (BSS)
- T11 Gearlink Kawasaki (BSS)
- T12 Crowe Performance (STK1000)
- T13 Crowe Performance (STK1000)
- T14 Spirit Moto Corsa (GP2)
- T15 Spirit Moto Corsa (GP2)



Snetterton 300

Bennetts BSB Event Site Plan 2020



MARSHALS PARKING AND CAMPING

X **TV COMPOUND** X

↓ P1 - CREW/BIKES ACCES TO PITLANE
P2 - CREW ONLY ACCES TO PITLANE

= NO ACCESS

= ACCREDITED PERSONNEL



2020 CONTROL TYRES (MCRCB REGULATION G 3.28.16) - AMENDED 17.08.20 - BSB CLASS

- 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.
- j) Tyre pressure checks will be carried out on the starting grid (BSB, BSS, STK1000) – see MCRCB Regulation 3.28.17.
- k) In the event of a red flagged (dry) race – only if the Race Director issues the message “Tyre Changes Authorised” or the Chief Technical Official authorizes a specific tyre change due to a verifiable damaged or contaminated tyre, the new dry tyre(s) can be “unstickered”.

Class	Tyre Stickers Allocated	FP1	FP2	QP	WU	RACES	USE ON WET
BSB	7 DRY FRONT + 8 DRY REAR including 2 Q rear stickers	√	√	√+ Q sticker	√	√	NO
SUPERSPORT	5 DRY FRONT + 6 DRY REAR	√	√	√	√	√	NO
GP2	4 DRY FRONT + 4 DRY REAR	√	√	√	√	√	NO
SUPERSTOCK 1000*	3 DRY FRONT + 3 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 SUPERSPORT	2 DRY FRONT + 2 DRY REAR	√		√	√	√	NO

* allocation increased by 1 set (1F + 1R) in the instance of a double header race weekend.



SNETTERTON
TYRE FITTING SCHEDULE

THURSDAY 20TH AUGUST

13:00 to 18:00

All Classes

FRIDAY 21ST AUGUST

08:00 to 16:00

All Classes

16:00 to 18:00

BSB/ Ducati/ Junior SSP/ SSP/ GP2

SATURDAY 22ND AUGUST

08:00 to 09:00

BSB/ Ducati /Junior SSP / SSP/ GP2
**Please see and observe footnote*

09:00 to 11:00

BSB/Superstock 600/1000

11:00 to 13:00

BSB/ Ducati/ Junior SSP/ SSP/ GP2

13:00 to 15:00

BSB/ Ducati/ SSP/ GP2

15:00 to 16:00

BSB/ Superstock 600

16:00 to Close

BSB/ SSP/ GP2/ Superstock 1000/ Ducati

SUNDAY 9TH AUGUST

08:00 to 10:30

BSB/ Junior SSP/ Ducati/ Superstock 600

09:30 to 10:00

Superstock 600

10:00 to 13:00

BSB/ Superstock 1000/ Ducati

13:00 to 14:30

SSP/ GP2/ Junior SSP

14:30 to 16:00

BSB

***Emergency fitting only**

• **AMENDMENTS TO 2020 MCRCB YEARBOOK**

(<https://www.msvracing.com/media/4476/2020-mcrcb-yearbook-120320.pdf>)

With the reorganised season and various organisational and procedural changes due to the COVID-19 pandemic the following articles in the 2020 MCRCB Yearbook are amended with immediate effect.

Please note the 2020 MCRCB Yearbook and the following amendments are issued online only.

SECTION	ARTICLE	TEXT
A	15.2	MCRCB SAFETY DELEGATE 5) Carry out any judicial duties acting as an MCRCB Steward. He may substitute for the MCRCB Chief Steward in his absence.
	50.5	BULLETINS Bulletins, notices and/or other official documents may be published electronically by EMAIL, WHATSAPP (FROM THE RACE DIRECTOR), or posted on the organisers sporting website: www.msvracing.com/bikes. All information published on the timing monitors is considered a statement of fact.
	25.13	MCRCB REPRESENTATIVE An official appointed by MCRCB for British Championship events who his responsible for representing the interests of the MCRCB. The MCRCB Representative may carry out judicial duties acting as the MCRCB Representative on the Race Direction.
	25.15	CHIEF MEDICAL OFFICER MCRCB will appoint COVID Officers to devise and implement protocols to mitigate the risk to health at MCRCB permitted events from COVID-19. The CMO will chair this panel.
B	6.1.2	PROTESTS Every protest shall be in writing (this can be emailed to bsbracedirection@msvracing.co.uk....
	6.3.1	Protest Hearings These may be convened and held by electronic means (e.g. Microsoft Teams).
	7.1.1	APPEALS Every appeal shall be in writing (this can be emailed to MCRCBStewards@msvracing.co.uk....
	7.2.10	Appeal Hearings These may be convened and held by electronic means (e.g. Microsoft Teams).
E	1.6	START PROCEDURE 3 C) When the Riders reach the Grid after the sighting lap, they must take up their positions and may be attended by up to A MAXIMUM OF FOUR PERSONS. ALL OF

		<p>WHOM MUST WEAR A FACE COVERING E.G. MASK OR MASK/VISOR. PROMOTIONAL PERSONS (commonly called umbrella girls) OR GUESTS WILL NOT BE PERMITTED ON THE GRID. ALL GRID PERSONNEL MUST HAVE AN EXCEPTIONAL CREDENTIAL THAT WILL BE ISSUED BY THE ORGANISER WHICH OVERRIDES WHAT MAY ALREADY BE PRINTED ON THE PERMANENT PASS. FOR THE BSB CLASS ONE ADDITIONAL GRID CREDENTIAL WILL BE ISSUED TO THE TEAM MANAGER/PRINCIPAL PRIMARILY FOR COMMUNICATION WITH RACE OFFICIALS AND TO BE AVAILABLE FOR MEDIA INTERVIEWS WITH THE MAIN BROADCASTER.</p>
	1.12	<p>CONDUCT DURING THE MEETING</p> <p>f) Riders who fall from their machines – EXCEPTIONS: IN ALL CLASSES, in the event of a rider falling from their machine during any of the <u>free and qualifying practices, and any of the sighting or warm up lap(s)</u>, 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 to the pitlane, PROVIDED that the following procedure is respected (existing published regulations apply).</p>
	1.31	<p>CONDUCT IN THE PITLANE, PADDOCK, SIGNAL WALL AND GRID</p> <p>6) With the COVID-19 pandemic the organisers may publish protocols and requirements to mitigate the risk to health. This may include (but not limited to) the wearing of personal protective equipment or special procedures to ensure social distancing is maintained.</p> <p>NON COMPLIANCE WITH ANY PUBLISHED REQUIREMENT WILL BE CONSIDERED A BREACH OF REGULATIONS (B2.5 Any proceeding or act prejudicial to the interests of the MCRCB or of motor sport generally). Penalties may be imposed in accordance with Judicial Procedures.</p>
F	1.2	<p>PERMANENT CHAMPIONSHIP OFFICIALS</p> <p>Race Direction: Stuart Higgs (MSVR), Alan Woods (Judicial CofC), Paul King (MCRCB), Roger Marshall (Riders’ Representative)</p> <p>BTC Race Direction: Stuart Higgs (MSVR), Paul King (MCRCB), Alex Baldolini (Dorna)</p> <p>MCRCB Stewards: Adrian Johnstone (Chief), Norman Williamson</p>
	1.6	<p>CHAMPIONSHIP ROUNDS</p> <p>The 2020 Championship will be held at 6 BSB meetings.</p>
	1.6.1	<p>DATES</p> <p>https://www.msvracing.com/media/4506/2020-calendar-and-content.pdf</p>
	1.7.2	<p>British Superbike Championship</p> <p>Points will be awarded in accordance with the MCRCB General Regulations, section E, article 1.17 for all races.</p>
	1.7.2.4	<p>National Superstock 1000</p> <p>Points will be awarded in accordance with the MCRCB General Regulations, section E, article 1.17 for all races.</p>

	1.7.2.5	<p>British Junior Supersport</p> <p>Points will be awarded in accordance with the MCRCB General Regulations, section E, article 1.17 for all races.</p>
	3.1	<p>PRACTICE AND QUALIFYING/GRID POSITIONS (BSB)</p> <p>To determine the starting grid for Race 1, the BSB Qualifying format held on day two of the event will consist of a single qualifying practice session of 25 minutes duration.</p> <p>For the duration of the session riders will be restricted to use a maximum of two marked dry rear tyres (“Q stickers”). The tyre useage restriction for qualifying will apply only if the session is declared “dry”.</p> <p>In the event of BSB Qualifying Practice being cancelled, or not completing at least 50% of its planned duration, the grid positons for race 1 will be established from the combined results of the free practices.</p> <p>Any rider not recording a time in BSB Qualifying Practice shall start Race 1 in the position behind the last qualified rider. In the event of more than one rider not recording a time the combined free practice times will be taken into account.</p>
	4.3	<p>CONTROL TYRE REGULATIONS</p> <p>https://msvstatic.blob.core.windows.net/documents/2020%20control-tyres%20amended%20170820.pdf</p>
G	3.50/3.51	<p>TECHNICAL CONTROL / PARC FERME</p> <p>COVID-19 RISK MITIGATION PROCEDURES FOR TECHNCIAL CONTROL AND PARC FERME</p> <p>TECHNICAL CONTROL (TC)</p> <p>One team member must bring the machine (and a rear stand) to TC for its inspection. The team member must wear a face covering whilst in the TC area and follow any social distancing markings.</p> <p>There will be a one way system in place in the technical bay and it will be marked out into areas that the machine must be placed in on its rear stand and the team member must move away to the side as per the government social distancing guide line state.</p> <p>When the technical inspection is completed by the technical official the machine may be moved back to the team’s base following the one way system for that particular technical bay.</p> <p>All riders must present themselves fully clothed in racing attire in a condition ready to race for inspection at the designated inspection area.</p> <p>PARC FERME (PF)</p>

		<p>There will be no full PF after qualifying sessions unless otherwise stated but machines may be randomly be selected from the qualifying session for inspection.</p> <p>For the BSB class PF conditions will apply in the pit box after the Qualifying Practice session and after BSB Race 2 for 15 minutes, unless stated otherwise.</p> <p>After the races (3rd BSB race) normal PF regulations will apply and the minimal number of team personal will be allowed in PF (wearing face covering) with the machine and then must leave as soon as the machine is on its rear stand.</p> <p>Any instruction regarding PF conditions published on the timing screen will be considered a matter of fact.</p>
J		<p>INDEMNITIES</p> <p>All indemnities are amended by the addition of the following clauses:</p> <p>By participating in this event, I will take all necessary steps to protect myself and others from the risk of infection. I agree to follow and abide by any instructions set down by the Organiser in an effort to minimise the risk of the COVID-19 virus.</p> <p>IMPORTANT: You must not attend any race meeting if you have any symptoms of COVID-19 or you are required to self-isolate under government guidelines.</p>
K	18	<p>HEALTH & SAFETY GUIDANCE NOTES</p> <p>COVID-19 RISK MITIGATION</p> <p>ANYONE WITH ANY OF THE PUBLISHED SYMPTOMS OF COVID-19 OR WITH UNDERLYING HEALTH ISSUES & CONSIDERED VULNERABLE SHOULD NOT ATTEND ANY MCRCB TEST OR RACE EVENT.</p> <p><u>www.nhs.uk/conditions/coronavirus-covid-19/symptoms/</u></p> <p>All teams / suppliers must ensure they supply their own personnel with any relevant Personal Protective Equipment (PPE) for the duration of MCRCB Test and Race events in accordance with prevailing government guidelines.</p> <p>Whilst not prescriptive for motorsport, there are useful references here:</p> <p><u>https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19/construction-and-other-outdoor-work</u></p> <p><u>https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19/vehicles</u></p> <p>Thorough hand washing with soap and water for 20 seconds must be performed frequently by everyone and all teams must have their own designated hand washing area within their paddock space. Anti-bacterial hand wash with a minimal alcohol content of 60% should be used when soap and water are not available. Hand gel should be carried by all personnel. Where</p>

		<p>personnel wear gloves, the gloves must also be frequently cleaned as above or be replaced.</p> <p><u>Where possible, the current social distancing guidelines must be adhered to at all times. Where this is not possible (i.e. working on a bike), the personnel must wear face coverings and gloves (eye coverings should be worn where appropriate) at all times and try to avoid face-to-face situations with anyone who is closer than the mandated social distance.</u></p> <p>The organisers may publish protocols and requirements to mitigate the risk to health. This may include (but not limited to) the wearing of personal protective equipment or special procedures to ensure social distancing is maintained. (E 1.31).</p>																														
<p>M</p>		<p>FIXTURE LIST</p> <p>2020 MCRCB Dates</p> <table border="0"> <tr> <td>BSB Test 1</td> <td>26/27/28 February</td> <td>Monteblanco, Spain</td> </tr> <tr> <td>BSB Test 2</td> <td>1/2 March</td> <td>Jerez, Spain</td> </tr> <tr> <td>BSB Test 3</td> <td>17 July</td> <td>Silverstone</td> </tr> <tr> <td>BSB Test 4</td> <td>28 July</td> <td>Donington Park</td> </tr> <tr> <td>BSB 1</td> <td>7/8/9 August</td> <td>Donington Park</td> </tr> <tr> <td>BSB 2</td> <td>21/22/23 August</td> <td>Snetterton</td> </tr> <tr> <td>BSB 3</td> <td>4/5/6 September</td> <td>Silverstone</td> </tr> <tr> <td>BSB 4</td> <td>18/19/20 September</td> <td>Oulton Park</td> </tr> <tr> <td>BSB 5</td> <td>2/3/4 October</td> <td>Donington Park GP</td> </tr> <tr> <td>BSB 6</td> <td>16/17/18 October</td> <td>Brands Hatch GP</td> </tr> </table>	BSB Test 1	26/27/28 February	Monteblanco, Spain	BSB Test 2	1/2 March	Jerez, Spain	BSB Test 3	17 July	Silverstone	BSB Test 4	28 July	Donington Park	BSB 1	7/8/9 August	Donington Park	BSB 2	21/22/23 August	Snetterton	BSB 3	4/5/6 September	Silverstone	BSB 4	18/19/20 September	Oulton Park	BSB 5	2/3/4 October	Donington Park GP	BSB 6	16/17/18 October	Brands Hatch GP
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THINK SAFETY

2020 BSB SAFETY BULLETIN

This bulletin supplements the MCRCB Sporting Code, General and Championship Regulations as detailed in the MCRCB Yearbook.



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

1. VEHICLES + SAFE SCOOTER USE

- Maximum speed of 10mph around site
- All vehicles driven on site must be 3rd party insured and registered
- Scooters in the paddock and pits can only be used for moving trailers and equipment to and from track activity and the tyre supplier
- Scooters for personal transportation are not permitted in the pits and paddock areas
- No children/babies as scooter passengers
- Only drive if you hold a valid dvla license or MCRCB license (or if a competitor)
- No leaving keys in ignition
- No carrying of unsecured loads
- No mobile phones / eating / drinking whilst driving
- Helmets recommended - must be worn riding outside the paddock



2. 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



3. SPECTATING

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



4. MEMBERS OF THE PUBLIC & CHILDREN IN THE PADDOCKS

- Must not play games in the paddock
- No bicycles or ball games
- No push scooters / hoverboards or skateboards or motorised vehicles
- Children must be supervised at all times

Please move outside the working paddocks to cycle or play games



**No skateboarding
No bicycles
No ball games**



5. 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



6. CABLES AND TAIL-LIFTS

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



SNETTERTON // 21 - 23 AUGUST

ACCESS ALL AREAS



These numbers **must** match

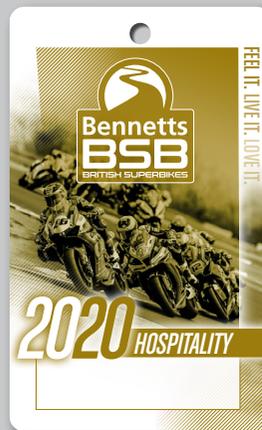
Paddock



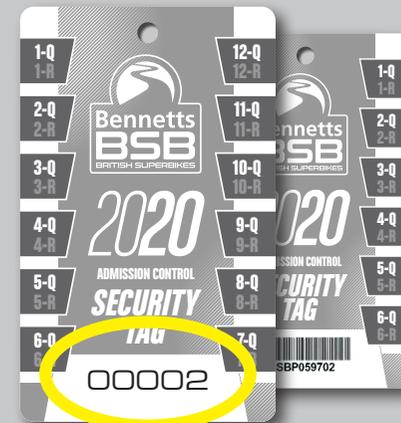
PITLANE



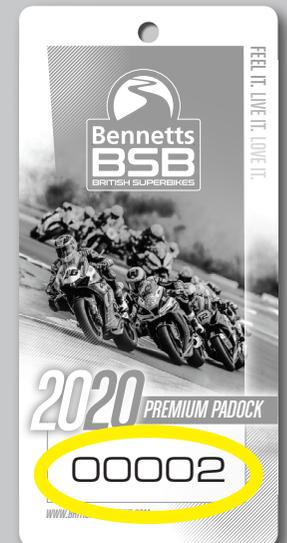
BSB HOSPITALITY



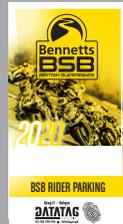
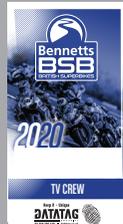
No admission to venue



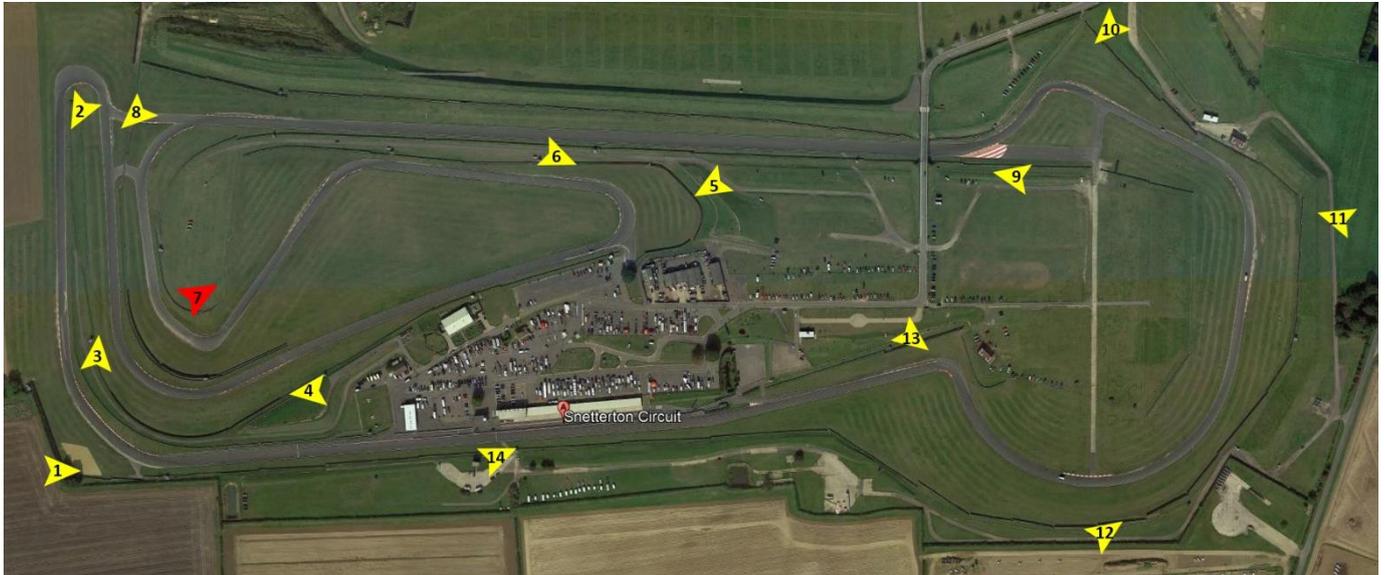
These numbers **must** match



SNETTERTON // 21 - 23 AUGUST

PASS	VALIDITY	PASS	VALIDITY	PASS	VALIDITY
	ALL VEHICLES TRANSIT ALL AREAS PARKING ANY PARKING AREAS	 	ALL VEHICLES TRANSIT TO RESERVED PARKING AREA		PARKING RESERVED AREA ADJACENT TO MARSHALS/OFFICIALS LIVING AREA
	ALL VEHICLES TRANSIT TO RESERVED PARKING AREA		TEAM HOSPITALITY TRANSIT TO RESERVED HOSPITALITY AREA		PARKING RESERVED TEAMS PARKING AREA
	TV VEHICLES TRANSIT ALL AREAS PARKING TV COMPOUND ONLY	 	MOTORHOME/ LIVING AREA		VIP PARKING
 	WORKING VEHICLES GENERAL PADDOCK		MARSHALS/OFFICIALS LIVING AREA		BSB APPROVED SCOOTER FOR WORKING PADDOCK AND LIVING AREA TRANSFER

**2020 CAMERA PLANS
SNETTERTON – ROUND 2**



- Camera 1:** On scaffold platform just before turn one gravel trap
- Camera 2:** 2m tower positioned inside the T2 Hairpin to allow decent sight of entry and exit to hairpin – **No Pods.**
- Camera 3:** Outfield of turn three in – shot is over brow of hill and 120 degrees pan round towards turn four
- Camera 4:** Speed shot 20m after marshal point next to Armco before Tyrell's cafe and turn four
- Camera 5:** On 1.5m tower 20m back from mark on Armco to RHS of CCTV pole outfield at top of banking 10m beyond outside apex of turn (where cctv mast is).
- Camera 6:** Outfield on 2m tower **NO PODS** – 2 shots looking after turn four and down Revett straight, 30m before marshal point – scaff to go **just on grass** next to tarmac at infield side of access road.
- Camera 7 Hi-Mo:** Inside turn six inside centre of apex of bend on 2m tower **NO PODS** 300 degree shot
- Camera 8:** In between the T2 hairpin out and the rejoin onto the Revett Straight – **Needs Marshal Spotter – 2 shots**
- Camera 9:** On legs at the end of Revett straight behind tyre wall, infield opposite the Esses
- Camera 10:** At the bottom of the bank beyond the Esses just in front, if possible, of spectator fence- next to marshals
- Camera 11:** At top of banking at the Bomb Hole straight on to Esses exit
- Camera 12:** On 2m Scaff opposite the infield access road / circuit crossing in the middle of the Coram Curve
- Camera 13:** On legs at the exit of the chicane (turn 12) infield
- Camera 14:** On single stage 4m tower in the compound just past s/f line – set back from the wire fencing.
- RF1 & 2:** Pit lane, paddock, victory circle pres and grid coverage.
- Pres 1:** **Locked off wide angle pres shot in pres area on the grass behind race admin / next to victory circle**
- Commentary:** Minicam(s) for in vision commentators
- Race Control:** Minicam for in vision Race Director

CAM 5



OUT

POSITION OF TOWER 20m BACK, 10m RIGHT OF CCTV PYLON

IN

CAM 6



POSITION

MID

IN

OUT

COMPOUND DUCTING



PHOTO SHOWS POSITION OF DUCT RELATIVE TO COMPOUND

CAM 7



POSITION OF TOWER – HUT TO GO IN

CAM 8



POSITION

IN 1

IN 2

OUT 2

CAM 11



OUT

IN AND POSITION

CAM 12



OUT



POSITION



IN



TOWER OPPOSITE THIS ROAD

CAM 13



IN



LOOKING RIGHT FROM POSITION



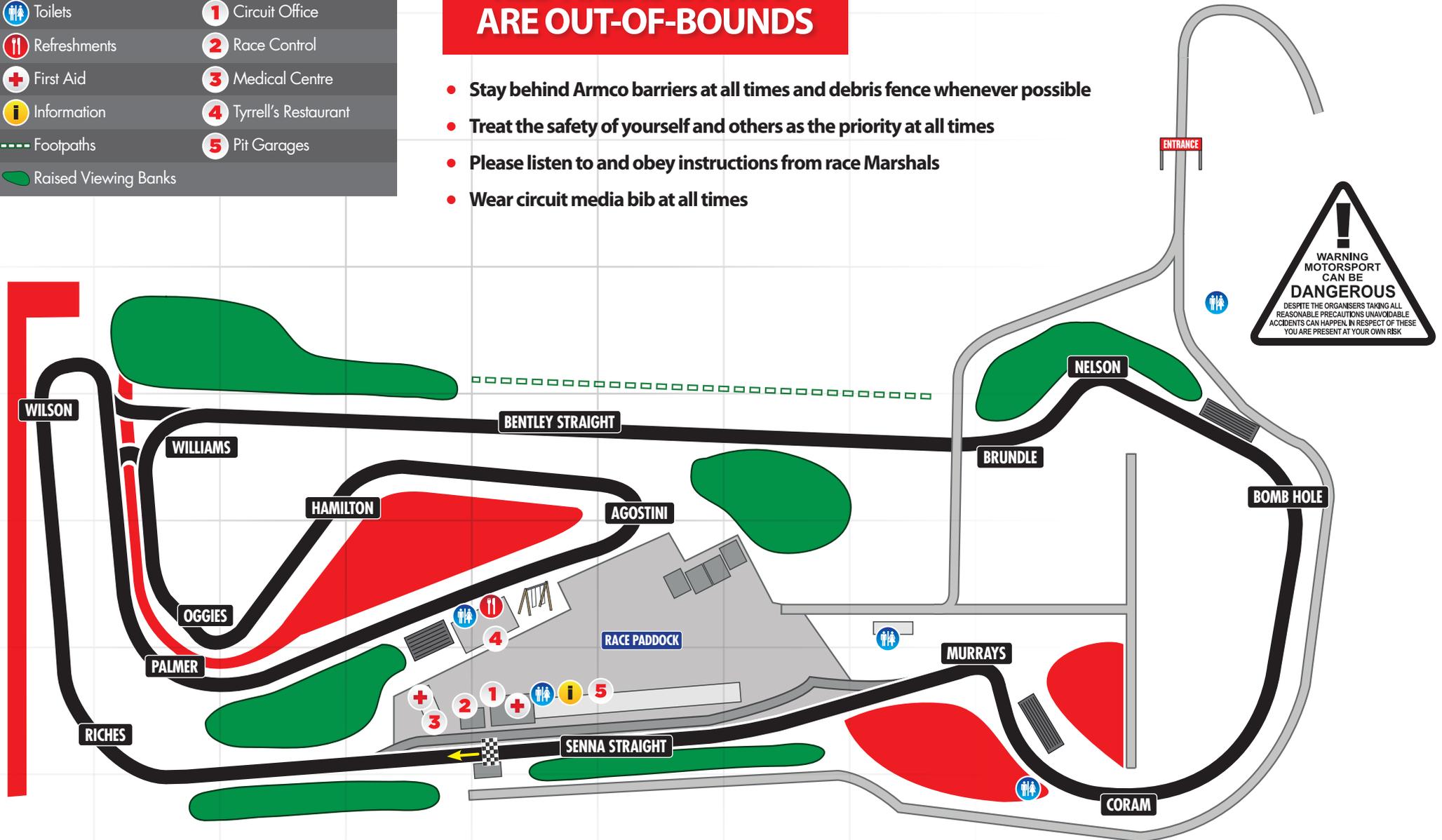
AND LOOKING LEFT FROM POSITION

Map Key

 Toilets	1 Circuit Office
 Refreshments	2 Race Control
 First Aid	3 Medical Centre
 Information	4 Tyrrell's Restaurant
 Footpaths	5 Pit Garages
 Raised Viewing Banks	

RED AREAS ON MAP ARE OUT-OF-BOUNDS

- Stay behind Armco barriers at all times and debris fence whenever possible
- Treat the safety of yourself and others as the priority at all times
- Please listen to and obey instructions from race Marshals
- Wear circuit media bib at all times



MOTORCYCLE CIRCUIT RACING CONTROL BOARD

2020 EVENT PERMIT



NAME OF ORGANISING CLUB/BODY MotorSport Vision Racing Limited
DATE OF EVENT 21st to 23rd August 2020
VENUE Snetterton (300) Circuit
PERMIT NUMBER MCRCB 2020/I-002 (British Superbike Championship)
MCRCB 2020/N-02 (British & National Championships)

The event is a round of the 2020 British Superbike Championship and the 2020 British and National Championship(s)/Cup. The Motorcycle Circuit Racing Control Board (hereinafter called the MCRCB) authorises your organisation to organise the meeting detailed above subject to compliance with the Sporting Code and General Regulations of the MCRCB and all other relevant requirements of the MCRCB.

J. Palmer, J. Shedden, P. King
The Directors of the Motorcycle Circuit Racing Control Board

The issue of Authorisation under the Motor Vehicles (Off-Road Events) Regulations 1995 to this event is valid subject to compliance with the requirements of the legislation, the relevant General Regulations of the MCRCB and the Supplementary Regulations as approved for this event, and any specific conditions specified.

In accordance with Regulation 3(2) of the Motor Vehicle (Off-Road Events) Regulations 1995 the Authorisation may be revoked at any time before the event is held or while the event is being held.

Insurance

The Organising Club/Body is entitled to the benefits of MCRCB's Legal Liability and Personal Accident to Officials Policies as specified in the MCRCB Yearbook and in subsequent amendments. The insurance is conditional upon compliance of the organisers with the regulations and requirements and the policy conditions. The limit of the indemnity is £20million.

This is to certify the Insured (MCRCB) is indemnified in accordance with the terms of the Master Policy up to the Limit of Indemnity.

Any Organiser, Affiliated Club, Promoter, Official, Sponsor, Landowner, Competitor or any other party acting under the authority of the first named party in the Schedule in connection with the business will be jointly indemnified by the MCRCB legal liability Policies, in respect of claims by any person other than employees of the Landowner.

In case of any accident involving injury to any third party or damage to their property the organisers should give notice to the MCRCB within 7 days, together with the fullest information in writing. No admission, offer, promise or payment shall be made by the organisers or its officials without written consent of the insurers and/or their agents.

Financial Declaration

A copy of all documentation including 2 programmes and accident statistics must be sent directly to the Secretary to the MCRCB Directors.

MSVR is responsible for the payment of the Insurance Premium, which should be submitted direct to the MCRCB Insurance Brokers with a copy to the MCRCB.

List any other track activities in addition to the race programme:

Secretary of the Meeting
MSVR

Date:



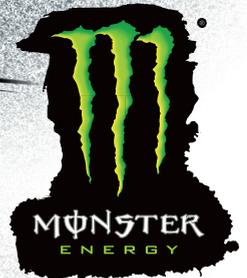
SNETTERTON

21 - 23 AUGUST

2020



ENTRY LISTS



Snetterton 

 EUROSPORT

BRITISHSUPERBIKE.COM

NO.	RIDER	HOMETOWN	ENTRANT	BIKE	CC
2	Glenn Irwin	Carrickfergus	Honda Racing	Honda	1000
3	Graeme Irwin	Carrickfergus	Team 64 Motorsports - MET Healthcare	Kawasaki	1000
4	Dan Linfoot	Harrogate	Santander Salt TAG Racing	Yamaha	1000
7	Ryan Vickers	Thetford	Royal Air Force Regular & Reserve Kawasaki	Kawasaki	1000
11	Brian McCormack	Tramore	The roadhouse Macau Racing by ON-1	BMW	1000
12	Luke Mossey	Royston	RICH Energy OMG Racing	BMW	1000
14	Lee Jackson	Lincoln	Massingberd Mundy Kawasaki	Kawasaki	1000
18	Andrew Irwin	Carrickfergus	Honda Racing	Honda	1000
20	Tom Ward	Canterbury	Bike Devil Insurance Kawasaki	Kawasaki	
21	Christian Iddon	Blaydon on Tyne	VisionTrack Ducati	Ducati	1000
22	Jason O'Halloran	Australia	McAMS Yamaha	Yamaha	1000
25	Josh Brookes	Australia	VisionTrack Ducati	Ducati	1000
27	Bjorn Estment	Johannesburg	NP Motorcycles/lextek	BMW	1000
28	Bradley Ray	Romney March	SYNETIQ BMW Motorrad	BMW	999
40	Joe Francis	Chester	Lloyd & Jones Bowker Motorrad	BMW	1000
41	Jack Kennedy	Dublin	Santander Salt TAG Racing	Yamaha	1000
44	Gino Rea	London	Buildbase Suzuki	Suzuki	1000
46	Tommy Bridewell	Devizes	Oxford Products Racing	Ducati	998
60	Peter Hickman	Louth	Global Robots BMW	BMW	999
65	Josh Owens	Liverpool	CDH Racing	Kawasaki	999
75	Alex Olsen	Rochester	Global Robots BMW	BMW	999
77	Kyle Ryde	Jacksdale	Buildbase Suzuki	Suzuki	1000
79	Stom Stacey	Eccleshall	GR Motosport	Kawasaki	1000
80	Héctor Barberá	Spain	RICH Energy OMG Racing	BMW	1000
83	Danny Buchan	Basildon	Massingberd Mundy Kawasaki	Kawasaki	1000
95	Tarran Mackenzie	Ashby de la Zouch	McAMS Yamaha	Yamaha	1000
99	Taylor Mackenzie	Ashby de la Zouch	SYNETIQ BMW Motorrad	BMW	999

INFORMATION

SPECIFICATION

- Production derived and FIM-homologated motorcycles over 750cc up to 1000cc 4-stroke 3 and 4 cylinders and over 850cc up to 1200cc 4-stroke 2 cylinders
- Various modifications to engines and components are allowed
- Machines produce around 220bhp with top speeds around 200mph
- Minimum weight of 168kg
- Control MoTeC ECU
- Riders must be aged 17 and over with at least two years National experience
- Maximum revs are limited from 14,250 to 16,000 depending on manufacturer
- Pirelli control tyre, 8 front and 11 rear per meeting allowed (dry)

QUALIFICATION AND POINTS

The grid for race one is derived from the Datatag Extreme Qualifying session. The race two grid is established by the order of the riders' best lap times set during race one. The race three grid is set by fastest lap times in race two. There are three riders per row. Points are scored in every race: 1st - 25 points, 2nd - 20, 3rd - 16, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1.

LAP RECORD

Shane Byrne (Ducati) **1m:47.143s**
99.75 (02/07/19)

2019 CHAMPION

Scott Redding - BeWiser Ducati

2020 CALENDAR

7-9 August	Donington Park (Nat)
21-23 August	Snetterton (300)
4-6 September	Silverstone (Nat)
18-20 September	Oulton Park
2-4 October	Donington Park (GP)
16-18 October	Brands Hatch (GP)

GRID POSITIONS - RACE 4

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 4

1	2	3	4	5	6	7	8	9	10	
WINNERS TIME			GAP			LAPS			SPEED	
FASTEST LAP: NO			TIME			SPEED				

GRID POSITIONS - RACE 10

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 10

1	2	3	4	5	6	7	8	9	10	
WINNERS TIME			GAP			LAPS			SPEED	
FASTEST LAP: NO			TIME			SPEED				

GRID POSITIONS - RACE 13

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 13

1	2	3	4	5	6	7	8	9	10	
WINNERS TIME			GAP			LAPS			SPEED	
FASTEST LAP: NO			TIME			SPEED				

NO.	RIDER	HOMETOWN	ENTRANT	BIKE	CC
2	Rhys Coates	Newtownabbey	Ernie Coates Race Support	Honda	250
4	Sullivan Mounsey	London	Lloyd & Jones PR Racing	Honda	250
5	Mason Cade Johnson	Huddersfield	D&D Racing	Honda	250
7	Jamie Lyons	Omagh	Jamie Lyons Racing	Honda	250
8	Eddie O'shea	Measham	WAM	Honda	250
11	Rossi Dobson	Belfast	Rossi Dobson	Honda	250
14	Evann Pendrill	Thames Ditton	VHCRacing	Honda	250
15	Harrison Crosby	Ashford	Banks Racing	Honda	250
16	Harvey Claridge	Steyning	City Lifting / SP125 Racing	Honda	250
17	Franco Bourne	Crook	Franco Bourne Racing / SP125	Honda	250
27	Calum Beach	Abergele	Calum Beach Racing / SP125 Racing	Honda	250
37	Corey Tinker	Ipswich	Stauff Fluid Power Academy	Honda	250
43	Ryan Hitchcock	Melksham	Wilson Racing	Honda	250
44	Lucas Hill	Driffield	Ashcourt Racing	Honda	250
45	Elliot Dufton	Silverstone	D&D Racing	Honda	250
48	Ollie Walker	Highbridge	Moto Rapido / SP125	Honda	250
50	Aditya Behal	Grays	Urban Nomads Racing	Honda	250
52	Evan Belford	Grendon	City Lifting By RS Racing	Honda	250
57	Josh Hiatt	Cannock	Wilson Racing	Honda	250
65	Alexander Rowan	Dromara	Alexander Rowan Racing	Honda	250
66	Annabel Thomas	Kettering	Microlise Cresswell Racing	Honda	250
69	Gary Scott	Magherafelt	Scott Racing	Honda	250
71	Charlie Farrer	Easington	Victoria House Racing Academy/ Mortimer Racing	Honda	250
72	Casey O'gorman	Erith	Microlise Cresswell Racing	Honda	250
74	James Cook	Swindon	Wilson Racing	Honda	250
75	Jonathan Garness	Ilfracombe	Microlise Cresswell Racing	Honda	250
90	Harry Cook	Peterborough	JDF Racing	Honda	250
99	Bailey Stuart-Campbell	Wokingham	151s S-C Racing	Honda	250

RACES (Saturday) **Race 1 - 14 laps**
(Sunday) **Race 8 - 14 laps**

INFORMATION

SPECIFICATION

- Identical single-cylinder four-stroke Honda NSF 250 R Moto3 bikes
- Run in association with World Championship organisers Dorna
- A top speed of around 120mph
- Riders aged 12 to 17
- Opportunity to progress via 'Road to MotoGP'

QUALIFICATION AND POINTS

Grid is derived from timed qualifying and is the same for both races with three riders per row. Points are awarded in every race: 1st – 25 points, 2nd – 20, 3rd – 16, 4th – 13, 5th – 11, 6th – 10, 7th – 9, 8th – 8, 9th – 7, 10th – 6, 11th – 5, 12th – 4, 13th – 3, 14th – 2, 15th – 1.

LAP RECORD

Scott Ogden (Honda) – **2m:02.460s**
82.27mph (21/07/19)

2019 CHAMPION

Scott Ogden

2020 CALENDAR

7-9 August Donington Park (Nat)
21-23 August Snetterton (300)
 4-6 September Silverstone (Nat)
 2-4 October Donington Park (GP)
 16-18 October Brands Hatch (GP)

GRID POSITIONS – RACE 1

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS – RACE 1

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	<input type="text"/>	GAP	<input type="text"/>	LAPS	<input type="text"/>	SPEED	<input type="text"/>		
FASTEST LAP: NO	<input type="text"/>	TIME	<input type="text"/>	SPEED	<input type="text"/>				

GRID POSITIONS – RACE 8

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS – RACE 8

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	<input type="text"/>	GAP	<input type="text"/>	LAPS	<input type="text"/>	SPEED	<input type="text"/>		
FASTEST LAP: NO	<input type="text"/>	TIME	<input type="text"/>	SPEED	<input type="text"/>				

NO.	RIDER	HOMETOWN	ENTRANT	BIKE	CC
1	Josh Day	Cirencester	Host-It.co.uk Racing Team	Ducati	959
2	Craig Neve	Immingham	CN Racing	Ducati	995
3	Andre Compton	Chesterfield	Lund Group	Ducati	959
4	John McGuinness	Morecombe	Lund Group	Ducati	959
5	Sam Middlemas	Earl Shilton	Salus/Albany	Ducati	955
6	Peter Hasler	Weybridge	Art Of Racing	Ducati	955
7	Mike Long	Ferndown	True Heroes Racing	Ducati	959
8	Richard Spencer-Fleet	Southampton	Rsfrcing/Army Motorcycle Road Race Team	Ducati	955
14	Dijon Compton	Chesterfield	Lund Group	Ducati	959
16	Jimmy Buchanan	Leicester	Architectural Coatings Ducati	Ducati	959
17	Carl Stevens	Biggin Hill	Freeman Harris Racing Ducati	Ducati	955
21	Mark Cheetham	Ormskirk	Highsparks	Ducati	958
24	Hiro Araezki	Tokyo, Japan	JWF Motorsport	Ducati	959
25	Matthew Flower	Eastbourne	MyDuctWork Ltd	Ducati	959
30	Andy Booth	Horsley	ARBRacing.com	Ducati	959
31	Samuel Cox	London	Sam Cox Racing	Ducati	955
36	Ewan Potter	Worcester	AH Performance	Ducati	955
44	Edmund Best	Market Harborough	Massingberd Mundy By Sycmircus	Ducati	955
45	Tom Stevens	Maidstone Kent	Tech 5 Racing	Ducati	959
50	Matt Stevens	Maidstone	Tech 5 Racing	Ducati	959
57	Levi Day	Mt Gambier, Australia	BPS Racing	Ducati	959
64	Michael Tustin	Evesham	Jones Dorling Racing	Ducati	959
66	Ben Falla	Poole	True Heroes Racing	Ducati	959
75	Elliot Pinson	Swindon	Massingberd Mundy By Sycmircus	Ducati	955
77	Mick Potter	Worcester	AH Performance	Ducati	955
84	Ian Fleetwood	Barnsley	Quarry Plant	Ducati	959
86	David Shoubridge	Turners Hill	Old Garage Legends	Ducati	959
88	Andrew Howe	Berkswell	FHL Ducati	Ducati	959
90	Craig Kennelly	Hornchurch	Resideo Racing	Ducati	959
92	Matthew Jones	Rhyl	Dragon Racing	Ducati	959
99	Martin Thrower	Yeovil	PDQ Precision Racing	Ducati	955
912	Murray Hambro	Crowborough	Legless Racing	Ducati	959

RACES (Saturday) **Race 2 - 10 laps**
(Sunday) **Race 12 - 10 laps**

INFORMATION

SPECIFICATION

- One-make series featuring the Ducati Panigale V2 and Ducati 959cc Panigale
- Minimum weight of 176kg
- Pirelli control tyre, maximum 4 per meeting (dry) allowed
- Standard Ducati Performance ECU
- Red backgrounds with white numbers
- Riders must be aged 16 years and older

QUALIFICATION AND POINTS

Grid for race one is derived from timed qualifying. Grid for race two is determined by fastest lap times from race one with three riders per row. Points are awarded in every race: 1st - 25 points, 2nd - 20, 3rd - 16, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th

LAP RECORD

Rob Guiver (Ducati) - **1m:53.015s**
94.57mph (17/07/18)

2019 CHAMPION

Josh Day - HOST-IT.co.uk Racing Team

2020 CALENDAR

7-9 August	Donington Park (Nat)
21-23 August	Snetterton (300)
4-6 September	Silverstone (Nat)
18-20 September	Oulton Park
16-18 October	Brands Hatch (GP)

GRID POSITIONS - RACE 2

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 2

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	<input type="text"/>	GAP	<input type="text"/>	LAPS	<input type="text"/>	SPEED	<input type="text"/>		
FASTEST LAP: NO	<input type="text"/>	TIME	<input type="text"/>	SPEED	<input type="text"/>				

GRID POSITIONS - RACE 12

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 12

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	<input type="text"/>	GAP	<input type="text"/>	LAPS	<input type="text"/>	SPEED	<input type="text"/>		
FASTEST LAP: NO	<input type="text"/>	TIME	<input type="text"/>	SPEED	<input type="text"/>				

NO.	RIDER	HOMETOWN	ENTRANT	BIKE	CC
4	Andrew Smyth	Aughnacloy	Smyth Racing By Blackwater Graphics	Kawasaki	400
5	Osian Jones	Mold	Symcirrus Motorsport	Kawasaki	400
8	Cameron Hall	Barnsley	Triple M Vehicles	Kawasaki	399
12	Joseph Thomas	Bridgend	3D Racing	Kawasaki	399
14	James Mcmanus	Randalstown	Massingberd Mundy Kawasaki/ Affinity Sports Academy	Kawasaki	400
17	Zak Shelton	Mansfield	M&S Performance	Kawasaki	400
19	Kier Armstrong	Boston	Transmec KTM Junior Team	KTM	390
20	Kai Dickinson	Leytonstone	Yeet Racing	Kawasaki	399
22	Cameron Dawson	Killyman	Dawson KMT	Kawasaki	400
24	Luke Gilby	Llansteffan	Jalmics Racing	Kawasaki	400
25	Lewis Jones	Ammanford	Lewis Jones Racing	KTM	390
28	James Rose	Doncaster	Ibbertson Motorsport Racing Ltd	Kawasaki	400
30	Jay Able	Westbury	RPM/Able Racing	Yamaha	321
33	Declan Connell	Dunfermline	DC Racing	Kawasaki	400
38	Adon Davie	Prestonpans	56 North - JDF Racing	Kawasaki	399
41	Lynden Leatherland	Ollerton	GL Fabrications Racing	Kawasaki	400
42	Christopher Johnson	Croydon	Racecraft Riders	Kawasaki	400
46	Ash Barnes	Lincoln	Massingberd-Mundy Kawasaki/ Affinity Sports Academy	Kawasaki	400
51	Chloe Jones	Daventry	M.R.S Racing	Yamaha	300
52	Kam Dixon	Norwich	SBR	Kawasaki	400
55	Brody Crockford	Southampton	Crescent Yamaha	Yamaha	321
56	Bradley Wilson	Ripley Derbyshire	Thornycroft#56 Racing	Kawasaki	400
57	Seth Crump	Gold Coast, Australia	MSS Performance	Kawasaki	400
61	Ben Taylor	Kidderminster	SBX Racing	Kawasaki	400
64	Kevin Coyne	Killarney	Kevin Coyne Racing	Kawasaki	400
66	Mcauley Longmore	Essington	Mcauley Longmore Racing	Kawasaki	400
68	Lucca Allen	Birmingham	Allen Racing	Kawasaki	399
74	Finn Smart	Faversham	Santander Salt Tag Racing	Kawasaki	400
82	Alessandro Valente	Woking	SBX Racing	KTM	390
84	Samuel Laidlow	Appleby	Team LFR	Yamaha	320
86	Owen Jenner	Crowborough	Massingberd-Mundy Kawasaki/ Affinity Sports Academy	Kawasaki	400
87	Jake Hopper	Durham	JMH Racing	Kawasaki	400
94	Oscar Pinson	Swindon	Symcirrus Motorsport	Kawasaki	400
96	Rossi Banham	Southampton	Wam & RB Racing	Yamaha	300

RACES (Sunday) **Race 3 - 8 laps**
(Sunday) **Race 15 - 10 laps**

INFORMATION

SPECIFICATION

- Derived from the FIM Supersport 300 World Championship
- Homologated machines eligible are: Honda CBR500R, Kawasaki Ninja 300 & 400, KTM RC390 & Yamaha YZF-R3
- Riders aged 13-25 are eligible
- Machine equality is maintained by varying minimum weights, rev limits and parts
- Manufacturers represented by coloured number boards – Honda (red), KTM (orange), Kawasaki (green) & Yamaha (blue)
- Best 16 scores to count

QUALIFICATION AND POINTS

Grid for race one is derived from timed qualifying. Grids for following races are determined by fastest lap times from previous race with three riders per row. Points are awarded in every race: 1st – 25 points, 2nd – 20, 3rd – 16, 4th – 13, 5th – 11, 6th – 10, 7th – 9, 8th – 8, 9th – 7, 10th – 6, 11th – 5, 12th – 4, 13th – 3, 14th – 2, 15th – 1.

LAP RECORD

Elliot Pinson (Kawasaki) **2m:08.046s**
83.47mph (21/07/19)

2019 CHAMPION

Elliot Pinson - Symcirrus Motorsport

2020 CALENDAR

7-9 August Donington Park (Nat)
21-23 August Snetterton (300)
 4-6 September Silverstone (Nat)
 18-20 September Oulton Park
 2-4 October Donington Park (GP)

GRID POSITIONS - RACE 3

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 3

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	GAP	LAPS	SPEED						
FASTEST LAP: NO	TIME	SPEED							

GRID POSITIONS - RACE 15

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 15

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	GAP	LAPS	SPEED						
FASTEST LAP: NO	TIME	SPEED							

NO.	RIDER	HOMETOWN	ENTRANT	BIKE	CC
3	James Westmoreland	Hull	Gearlink Kawasaki	Kawasaki	636
4	Harry Truelove	Lincoln	Truelove Brothers Racing	Yamaha	600
5	Mason Law *	Benfleet	Spirit Moto Corsa	Spirit	600
6	Ross Patterson	Antrim	PRMMoto.com	Yamaha	600
7	Richard Kerr	Kilmacrennan	Campbell Motor Sport	Triumph	675
9	Phil Wakefield	Sandbach	PWR	Yamaha	600
11	Rory Skinner	Perth	Tyser Yamaha	Yamaha	600
12	Brad Jones	Stalbridge	Tyser Yamaha	Yamaha	600
13	Kurt Wigley	Cannock	Sorrymate.com Racing	Yamaha	600
20	Tom Oliver *	Colchester	Nova Racing	Chassis Factory	600
21	Tom Toparis	Goulburn (Nsw)	Benro Racing	Yamaha	600
23	Keenan Armstrong	Doncaster	Ibbertson Motorsport Racing Ltd	Kawasaki	636
28	James Rose	Doncaster	Ibbertson Motorsport Racing Ltd	Kawasaki	636
34	Alastair Seeley *	Carrickfergus	Quattro Team ABM Racing	Abm Quattro	675
41	Alan Naylor	Horbury	Donkey Box Racing	Yamaha	600
44	Dan Jones *	Rhydymwyn	Lloyd & Jones PR Racing	Ftr	600
45	Scott Swann	Larne	IFS Team Swann Racing	Ifs Yamaha	600
47	Jake Archer *	Andover	Kovara Projects RS Racing	Kalex	600
50	Jorel Boerboom *	S'-Gravenzande, NL	JB50 Bict Groep Racing	Honda	600
55	Jack Scott *	Harpenden	JJ Racing	Harris	600
57	Korie McGreevy	Ballynahinch	Century Racing	Yamaha	600
60	Grant Mcintosh	Wakefield	Mailbox Express Racing	Yamaha	600
61	Benjamin-James Currie	Holywell	Gearlink Kawasaki	Kawasaki	636
62	Jack Younge	Dereham, Norfolk	Jack Younge Racing	Yamaha	600
66	Cameron Fraser *	Nottingham	Nova Go Racing	Chassis Factory	600
69	Lee Johnston	Huddersfield	Ashcourt Racing	Yamaha	599
72	Cameron Horsman *	London	Nova Go Racing	Chassis Factory	600
74	Rob Hartog	Abbekerk	Bike Devil Racing	Mv Agusta	675
75	Jamie Perrin	Kettering	Bike Devil Racing	Mv Agusta	675
76	Joey Thompson *	York	Spirit Moto Corsa	Spirit Motorcycles	600
84	Ben Wotton	Sleaford	Nixon Racing, JJR	Triumph	675
86	Charlie Nesbitt *	Hungerford	Quattro Team ABM Racing	Abm Quattro	675
97	Bradley Perie	Kendal	Diamond H Racing	Yamaha	600
99	Matthew Wigley *	Cannock	Sorrymate.com	Mw	600

RACES (Saturday) **Race 5 - 12 laps**
(Sunday) **Race 13 - 15 laps**

INFORMATION

SPECIFICATION

- FIM-homologated production motorcycles from various manufacturers
- Supersport - Over 400cc up to 600cc
4-stroke 4 cylinders, over 600cc up to 636cc
4-stroke 4 cylinders, over 500cc up to 675cc
4-stroke 3 cylinders and over 600cc up to 750cc 4-stroke 2 cylinders
- Separate GP2 Cup class for prototype Moto2 machines or non-homologated chassis specifications and technology. Over 400cc up to 600cc 4-stroke 4 cylinder and over 500cc up to 675cc 4-stroke 3 cylinder
- Riders must be 16 years of age or older
- Minimum weight of 161kg (Supersport). 222kg (combined with rider) for GP2.
- Pirelli control tyre, 6 rear and 5 front per meeting allowed (dry), 4/4 for GP2

QUALIFICATION AND POINTS

The grid for the Sprint Race is derived from a single qualifying session. The rider posting the fastest time in the Sprint Race is awarded pole position for the Feature Race with fastest lap times then determining the grid. Points are awarded in every race for both Supersport and GP2: 1st - 25 points, 2nd - 20, 3rd - 16, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1.

LAP RECORD

SS - **Luke Stapleford** (Triumph) **1m:50.689s**
96.55 (20/06/15)

GP2 - **Alastair Seeley** (Triumph) **1m:51.s303**
96.02 (01/07/17)

2019 CHAMPION

Supersport - Jack Kennedy - Integro Yamaha
GP2 - Kyle Ryde - Kobara Projects by RS Racing

2020 CALENDAR

7-9 August Donington Park (Nat)
21-23 August Snetterton (300)
4-6 September Silverstone (Nat)
18-20 September Oulton Park
2-4 October Donington Park (GP)
16-18 October Brands Hatch (GP)

GRID POSITIONS - RACE 5

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 5

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	GAP		LAPS		SPEED				
FASTEST LAP: NO	TIME		SPEED						

GRID POSITIONS - RACE 13

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 13

1	2	3	4	5	6	7	8	9	10
WINNERS TIME	GAP		LAPS		SPEED				
FASTEST LAP: NO	TIME		SPEED						

NO.	RIDER	PASSENGER	ENTRANT	BIKE	CC
3	John Holden	Jake Lowther	SBR (Silicone Engineering/ Barnes Racing)	Yamaha	600
4	Andy Peach	Ken Edwards	Life Safety Motorsport	Yamaha	600
5	Rob Biggs	Rick Lawrence	Taurus Tools Ltd	Yamaha	600
6	Todd Ellis	Charlie Richardson	Santander Salt	Honda	600
9	Chris Walker	Ashley Hawes	TAG Racing Yamaha	Yamaha	600
16	Ben Birchall	Tom Birchall	Mitchells of Mansfield	Yamaha	600
17	Craig Clarke	Ryan Anderson	City Lifting/Centurion Packaging	Honda	600
18	Phil Bell	James Connell	Bell Racing/Marin Motorsports	Yamaha	600
25	Matt MacLaurin	Adrian Hope	Blue Group/Fileder Filters	Yamaha	600
29	Steve Kershaw	Ryan Charlwood	Quattro Group/Santander Salt	Yamaha	600
34	Sam Christie	Adam Christie	Christie Engineering Services	Yamaha	600
51	Simon Gilbert	Paul Thomas	Draper Racing	Yamaha	600
52	Tommy Philp	Tom Bryant	Roberts Constructions/Tops Autos	Yamaha	600
58	Martin Kirk	Shelley Smithies	MK Racing	Yamaha	600
60	Ben Holland	Jed Pilmoor-Brady	Massingberd Mundy Kawasaki	Kawasaki	600
70	Rupert Archer	Ben Chandler	Hannafin Contractors	Yamaha	600
72	Peter Founds	Jevan Walmsley	Trustland Construction/ Rowtec Engineering	Suzuki	600
77	Tim Reeves	Kevin Rousseau	Bonovo Action	Yamaha	600
95	Lewis Blackstock	Paddy Rosney	SBR - Silicone Barnes Racing	Yamaha	600
100	Ricky Stevens	Jonny Allum	Massingberd Mundy Kawasaki	Kawasaki	600
111	Kevin Cable	Kyle Masters	Cable Racing/L&W Contractors	Yamaha	600
172	Scott Lawrie	Phil Hyde	-	Suzuki	600

RACES (Sunday) **Race 6 - 10 laps**
(Sunday) **Race 11 - 10 laps**

INFORMATION

SPECIFICATION

- All engines will be restricted to four-cylinder 600cc
- Two types of chassis - TT spec short chassis outfits with tuned engines cannot score points, but standard tune short 600's CAN score
- Open to riders and passengers who hold a current National ACU, SACU, MCUJ or equivalent licence
- Combined weight of driver, passenger and machine for long chassis is 373kg, unrestricted for short chassis
- Avon control tyre, maximum of four new per meeting (dry) allowed

QUALIFICATION AND POINTS

Grid for race one is derived from timed qualifying. Where there are two races, the grid for race two is determined on results from race one in reverse order.

Points for both classes: 1st - 25 points, 2nd - 20, 3rd - 16, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1. Double points are scored at the final round.

LAP RECORD

Matthew Bower (Kawasaki) **1:19.315**
89.82mph (26/05/19)

2019 CHAMPION

Ellis / Richardson

2020 CALENDAR

8/9 August	Cadwell Park
21-23 August	Snetterton (300)
19/20 September	Knockhill
2-4 October	Donington Park (GP)
16-18 October	Brands Hatch (GP)

GRID POSITIONS - RACE 6

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 6

1	2	3	4	5	6	7	8	9	10
WINNERS TIME		GAP		LAPS		SPEED			
FASTEST LAP: NO				TIME		SPEED			

GRID POSITIONS - RACE 11

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 11

1	2	3	4	5	6	7	8	9	10
WINNERS TIME		GAP		LAPS		SPEED			
FASTEST LAP: NO				TIME		SPEED			



PIRELLI NATIONAL SUPERSTOCK 600 CHAMPIONSHIP

NO.	RIDER	HOMETOWN	ENTRANT	BIKE	CC
4	Caolan Irwin	Letterkenny	Astro-JJR	Kawasaki	636
6	Conor Wheeler	Hatfield	Conor Wheeler Racing	Yamaha	600
7	Liam Delves	Swadlincote	Santander Salt Tag Racing	Yamaha	600
10	Simon Reid	Banbridge	Simon Reid Racing	Yamaha	600
11	Sam Laffins	Dromara	Sam Laffins Racing / G&S Racing	Kawasaki	636
14	Jack Nixon	Folkestone	Santander Salt	Kawasaki	636
15	Eugene Mcmanus	Randalstown	Massingberd-Mundy Kawasaki/ Affinity Sports Academy	Kawasaki	636
19	Joe Talbot	Warrington	JR Performance	Kawasaki	636
20	Bradley Richman	Wellington	Hel Performance Racing	Kawasaki	636
21	Daniel Brooks	Rochester	JR Performance Racing	Kawasaki	636
23	George Stanley	Stapleton	Vison CPS Bike Devil Racing	MV Agusta	675
24	Trystan Finocchiaro	Coventry	Transmec/Haybuc Motorcycles Racing Team	Kawasaki	636
26	Adam Hartgrove	Northampton	Adam Hartgrove Racing	Yamaha	600
33	Connor Thomson	Horley	CRT Racing	Yamaha	599
34	Aaron Silvester	Horncastle	A & J Racing	Yamaha	600
37	James Bull	Lymington	Vison CPS Bike Devil	MV Agusta	675
51	Kayla Barrington	Gillingham, Dorset	Slipscreens/TKB Racing	Kawasaki	636
55	Zak Corderoy	Blewbury	Zak Corderoy Racing	Kawasaki	600
56	Adam Mclean	Tobermore	Binch Racing	Yamaha	600
63	Joshua Coward	Westbury	Coward Racing	Kawasaki	600
64	Asher Durham	Derby	Microlese Creswell Racing	Kawasaki	636
67	Jamie Le Masurier	Bromley	Freestyle Motorcycles	Triumph	675
69	Rhys Irwin	Kilmacrennan	Irwin Racing / Mondello Park	Yamaha	600
71	Nathan Drury	Guildford	Dragon Racing	Kawasaki	636
76	Luke Verwey	Silverstone	Team XG Racing	Kawasaki	636
77	Kade Verwey	Silverstone	Team XG Racing	Kawasaki	636
78	Matthew Bower	Sheffield	Chris Walker Kawasaki	Kawasaki	636
82	Toby Reynolds	South Ockendon	MRH Racing in association with Eagle Cargo Services	Yamaha	600
88	Michael Large-Taylor	Grimsby	Large-Taylor Racing	Yamaha	600
89	Taylor Moreton	Stone	Massingberd-Mundy Kawasaki/ Affinity Sports	Yamaha	600
91	James Alderson	Durham	R Alderson and Sons Racing	Triumph	675
98	Christopher Sinanan	Bath	NP Motorcycles / CSMotorcycle Racing	Kawasaki	636
99	Ben Luxton	Stockport	JR Performance Racing	Kawasaki	636

RACES

(Sunday) Race 7 - 12 laps

INFORMATION

SPECIFICATION

- FIM-homologated machines with very limited modifications
- Riders aged 16 to 25 are eligible
- Bikes over 500cc up to 600cc 4-stroke 4 cylinders maximum, over 600 up to 636cc 4 stroke 4 cylinders maximum, over 600cc up to 675cc 4-stroke 3 cylinders maximum and over 650cc up to 750cc 4-stroke 2 cylinders maximum
- Minimum weight 165kg - 170kg (depending on engine size)
- Pirelli control tyre, 3 front and 3 rear per meeting allowed (dry)
- Top three in championship each year must move on

QUALIFICATION AND POINTS

The grid is derived from a single qualifying session with the fastest rider being awarded pole position. Points are awarded in every race: 1st - 25 points, 2nd - 20, 3rd - 16, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1.

LAP RECORD

Tarran Mackenzie (Kawasaki) - **1m:53.456s**
94.20mph (21/06/15)

2019 CHAMPION

Korie McGreevy - Century Racing

2020 CALENDAR

7-9 August Donington Park (Nat)
21-23 August Snetterton (300)
 4-6 September Silverstone (Nat)
 18-20 September Oulton Park
 2-4 October Donington Park (GP)
 16-18 October Brands Hatch (GP)

GRID POSITIONS - RACE 7

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 7

1	2	3	4	5	6	7	8	9	10
WINNERS TIME		GAP		LAPS		SPEED			
FASTEST LAP: NO				TIME		SPEED			



PIRELLI NATIONAL SUPERSTOCK 1000 CHAMPIONSHIP

NO.	RIDER	HOMETOWN	ENTRANT	BIKE	CC
3	Billy McConnell	Adelaide, AUS	Rich Energy OMG Racing	Bmw	1000
6	Lewis Rollo	Haddington	Incompetition/Aprilia	Aprilia	1000
8	Shaun Winfield	Ashby-De-La-Zouch	Santander Salt Tag Racing	Yamaha	1000
9	Craig Neve	Immingham	Callmac Scaffolding	Bmw	1000
10	Joe Sheldon-Shaw	Sheffield	Protect My Income	Suzuki	1000
11	Joe Collier	Coalville	Jones Dorling Racing	Suzuki	1000
12	Luke Hedger	Hereford	CPD Kawasaki	Kawasaki	1000
14	Tim Neave	Market Rasen	Hawk Racing	Suzuki	1000
16	Luke Hopkins	Sittingbourne	Hollins Strategic Land	Kawasaki	1000
18	Jamie Tibble	Southampton	Team Tibble	Kawasaki	1000
19	Dean Harrison	Bradford	Harrison Engineering	Kawasaki	1000
20	Daniel Cooper	Stroud	Dan Cooper Motorsport	Bmw	1000
21	Tom Tunstall	Huddersfield	Tysers	Suzuki	1000
22	Dave Mackay	Hereford	True Heroes Racing	Suzuki	1000
23	David Allingham	Derry	Incompetition/Aprilia	Aprilia	1000
24	Barry Teasdale	Gateshead	Two Two Four Motorsport	Kawasaki	1000
25	Jenny Tinnmouth	Ellesmere Port	Ashcourt Racing	Bmw	1000
26	Dani Saez Guterrez	Toledo, Spain	Stauff Fluid Power Academy	Kawasaki	1000
27	Josh Wood	Scunthorpe	W.b Racing	Kawasaki	1000
28	Shane Richardson	Wainuiamata, NZ	Astro-JJR Racing	Bmw	1000
29	Ben Broadway	Alvechurch	Broadway Racing	Aprilia	1000
30	Rob Mcnealy	Sittingbourne	Mcnealy Brown	Bmw	1000
33	Michael Dunlop	Ballymoney	Buildbase Suzuki / Md Racing	Suzuki	1000
34	Jordan Weaving	Benoni, SA	Jones Dorling Racing	Suzuki	1000
35	Stephen Smith	Liverpool	Three Five Motorsport	Bmw	999
44	Ian Hutchinson	Guiseley	Edward's 1902	Bmw	1000
51	Brayden Elliott	Tumut Nsw, AUS	No Bull Racing CFS Filtration	Suzuki	1000
52	Danny Kent	Tetbury	Morello Racing	Kawasaki	1000
55	Leon Jeacock	Elmesthorpe	Buildbase Suzuki	Suzuki	1000
59	Matt Truelove	Lincoln	Crowe Performance	Bmw	1000
61	Dave Sellers	Lincoln	True Heroes Racing	Suzuki	1000
62	Sam West	Wilmslow	PRL/Cyclestore.co.uk	Bmw	1000
63	Nico Cipriano	York	Mmc Property Developments Ltd	Kawasaki	1000
68	Tom Neave	Lincoln	Honda Racing	Honda	1000
69	Chrissy Rouse	Newcastle Upon-Tyne	Crowe Performance	Bmw	1000
73	David Brook	Halifax	Brook Motorsport	Bmw	1000
74	Davey Todd	Saltburn-By-The-Sea	Honda Racing	Honda	1000
82	Luke Jones	Hereford	Highsparks	Aprilia	1000
89	Fraser Rogers	Chippenham	Morello Racing	Kawasaki	1000
92	Damon Rees	Whakatane, NZ	Astro-JJR Racing	Bmw	1000
94	Lee Williams	Liverpool	Team Willo Racing	Kawasaki	1000

RACES

(Sunday) Race 9 - 12 laps

INFORMATION

SPECIFICATION

- FIM-homologated machines with very limited modifications
- Bikes over 750cc up to 1000cc 4-stroke 3 and 4 cylinders maximum, over 850cc up to 1200cc 4-stroke 2 cylinders maximum
- Minimum weight 174kg
- Riders must be aged 17 or older
- Pirelli control tyre, 5 front and 5 rear per meeting allowed (dry)
- Visibility of manufacturer brand to aid recognition using manufacturer specific front number plate background

FORMAT

The three-race concept continues for 2019: Standard, 50 (miles) and 100 (miles). 100 length races are back to back races punctuated by a controlled, compulsory service period in pit lane to facilitate tyre changes and refuelling.

QUALIFICATION AND POINTS

The grid is derived from a single qualifying session with the fastest rider being awarded pole position. Points for Standard and 50 races are: 1st - 25 points, 2nd - 20, 3rd - 16, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1. Half points are awarded for each leg of a 100-distance race with bonus points of 5, 3 and 1 for the podium finishers in leg two.

LAP RECORD

Lee Jackson (Kawasaki) - 1m:48.892s
97.25mph (21/07/19)

2019 CHAMPION

Richard Cooper - Buildbase Suzuki

2020 CALENDAR

7-9 August Donington Park (Nat)
21-23 August Snetterton (300)
 4-6 September Silverstone (Nat)
 18-20 September Oulton Park
 2-4 October Donington Park (GP)
 16-18 October Brands Hatch (GP)

GRID POSITIONS - RACE 9

ROW 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
ROW 3	<input type="text"/>	<input type="text"/>	<input type="text"/>

RACE RESULTS - RACE 9

1	2	3	4	5	6	7	8	9	10
WINNERS TIME		GAP		LAPS		SPEED			
FASTEST LAP: NO				TIME		SPEED			