



FINAL INSTRUCTIONS

14th October 2017

BRSCC Fun Cup Race Day

International Circuit - 2.69 miles (4.329km)

Fosters Circuit – 1.66 miles (3.64km) (XR Challenge only)

This meeting is organised by the British Racing & Sports Car Club Ltd, governed by the General Competition Rules of the MSA, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

These Final Instructions should be read in conjunction with any further instructions or bulletins issued by the organisers.

Entry Enquiries: Liz Goodrich

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Tel: 01732 780100 Fax: 01732 885783 e-mail: liz@brscc.co.uk

1 Permits

This event will be held under the following MSA Permit numbers:

Clubmans **100084** Clubmans Endurance **100083**

This event is NCAFP permitted

2 Officials

MSA Steward	Harry Tinkler	
Club Stewards	Graham Battersby	Mike Mullins
Senior Clerk of the Course	Ray Sumner	
Clerk of the Course	Andy Holley	
Permanent Clerk of the Course	Julian Floyd (Fun Cup)	
Deputy Clerk of the Course	Ken Tyrer	
Trainee Clerk of the Course	Graham Lindley	
Secretary of the Meeting	Mike Cadwallader	Cheryl Aspin (Deputy)
Chief Scrutineer	Mike Harris	
Chief Medical Officer	Dr Mike Bloom	
Chief Marshal	Margaret Simpson	
Chief Time Keeper	Richard Evans	

3 Passes

Your e-tickets have been despatched via email. Children are classed as 12 and under, as opposed to 16 and under. So be aware any team member aged over 12 years must be in possession of a valid ticket for the meeting.

4 Venue Access

Access to the venue/circuit for competitors will be via Warwick Bridge. **No vehicles will be admitted to the venue after 23:00hrs on the previous evening or before 07:00hrs on Race Day.** The Paddock area **must** be vacated by **21:00hrs** on event day.

5 Health & Safety

At all times, whilst in the confines of the venue, competitors should comply with the Circuit and Club Safety Guidance notes.

6 Pit & Paddock Areas

The Fun Cup Championship has been allocated the garages. Please see the paddock plan in Section 24 to locate your parking area. Offenders may be penalised for any infringement of any pit and paddock regulation. **Please park all private cars outside of the paddock area. This will assist in making the paddock a more spacious and pleasant working area for all competitors.**

6.1 Engine/Noise Pollution

All competitors should note that noise testing will be carried out at this event. If you are camping overnight at the circuit, the circuit management require that engines are not started after **17:00hrs** on the evening prior to the race meeting or before **08:15hrs** or after **18.30hrs** on race day. This also applies to cars in the pit garages.

Non-compliance with the above policy may result in a competitor or Team being prohibited from practising at the relevant MSV Venue for a period of 12 months.

6.2 Paddock

- (a) Waste oil should be removed from the venue or disposed of in the waste oil containers where provided.
- (b) All domestic rubbish must be placed in the bins provided and any scrap vehicle parts including tyres must be removed from the venue. Any cost incurred by the Club for removal of said items from the paddock, will be charged to offending teams/competitors.
- (c) Under no circumstances must any paddock surface be broken in any way, i.e. tent pegs/stakes, etc.; this includes damage caused by trailers. Fuel, oil or chemical substances must not be deposited onto any tarmac surface.
- (d) Markings must not be made on the pit garages, pit garage floors, any circuit or paddock surface. Any markings shall be removed by MSV at the relevant teams cost.
- (e) Hospitality is not permitted in the paddock/pit area without the express permission of the circuit owners. The only exception to this is hospitality for competitors and official team personnel.
- (f) No electrical cables may be run from the pit garages to other vehicles unless protected by a proprietary protective covering.

6.3 Pit Lane

- (a) Access to the Pit Wall during qualifying and races is restricted to two personnel per entry. Wristbands will be issued at signing-on.
- (b) The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take due care and drive at minimum speeds in the Pit Lane.
- (c) Please observe the pit lane speed limit which is **60kph. (Fun Cup 40mph)**
- (d) Refuelling in the pit lane is not permitted unless allowed for in the Championship/Series Regulations.
- (e) Children under the age of 16 years are not permitted in the pit lane area.
- (f) The designated Stop/Go box is at the base of Race Control

6.4 Support Vehicles

The use of vehicles is not permitted unless towing a trailer for the purpose of transporting ancillary motor race equipment in the pit & paddock area. No competitor may use a support vehicle in the pit road at any time unless authorised by a race official. Any misuse of “support vehicles” will be brought to the attention of the Senior Officials and appropriate action may be taken.

6.5 Use of Paddock Bikes, Scooters and Quad Bikes

Scooters/quad bikes/golf buggies/pushbikes (including electric bikes) must be authorised by the Club before being used. Paddock vehicles will be required to display a numbered pass issued for each event. Dirt bikes/mini-motos are banned.

All such vehicles must be used with care to prevent injury. They must only be used within paddock areas and in a safe manner, not at excessive speed and never at more than 10mph or recklessly. All parts of paddock are classed as public roadways. The use of any vehicle in a public area is governed by Road Traffic Laws and accordingly requires that such vehicle is insured.

All vehicles must be driven or controlled by those holding an appropriate driving licence, of suitable age. All drivers and passengers must wear suitable protective clothing and the number of passengers must not exceed the number of seats or passenger places provided. If any form of trailer is attached to such a vehicle it must be properly secured in line with manufacturer's requirements or recommendations.

The use of paddock vehicles is at the risk of the owner and/or driver and it is strongly recommended that such use be covered by suitable public liability/3rd party policy. Please email proof of insurance to penny@brscc.co.uk If you have a paddock accident within the venue you are likely to be held liable for it.

6.6 Tail Lifts

Where vehicles with tail lifts are being used at the venue, the operator must ensure that the tail lift is never left down, including in the halfway position, other than when loading/unloading is being undertaken.

7 Signing On For Competitors

This will be in the office of the Secretary of the Meeting, at the times allocated in the Official Timetable. **There will be additional signing on from 16:00 to 17:30 on Friday 13th October in the Fun Cup Hospitality area.**

7.1 All drivers must provide at Signing On:

- (a) Competition Race Licence and Entrants Licence (Where applicable). **Competitors with Non MSA Competition Licences are reminded that under Article 2.3 of the International Sporting Code, written approval must be given by their ASN to compete in this event. Written approval will be checked at signing on.**
- (b) Drivers Medical Certificate (if not incorporated in the Licence)
- (c) Valid Club Membership (where applicable)

Drivers are reminded that licences and medicals must be valid, bearing a recent photograph and be signed by the driver before presentation to the officials at Signing On without these they are not valid.

7.2 It is the responsibility of the driver to collect his/her licence and/or upgrade card after the event.

8 Scrutineering

All vehicles will be scrutinised in the Scrutineering Bay at times stated on the Official Timetable. At Scrutiny, drivers must provide:

- (a) Competition Car
- (b) Paperwork from BRSCC Officials confirming driver has signed on.
- (c) Crash helmet, visor or goggles, gloves, boots, overalls & FHR device (if required)
- (d) Vehicle Identification forms (if required)
- (e) MOT/road fund licence (if required)

Please do not go before your allotted time.

9 Eligibility

In addition to the Championship/Series Eligibility Scrutineers, eligibility may be checked by a member of the MSA Technical Commission, as listed in the MSA Officials' Yearbook Appendix 5(d).

10 Drivers Briefings

Individual Championship/series briefings maybe called as required and where not listed below, a bulletin will be issued. **The Media Centre is located on the top floor of Race Control.**

Avon Tyres Northern Formula Ford 1600 Championship
BRSCC F1000 Championship
Electrovape.co.uk XR Challenge
Fun Cup

07:40 in the Media Centre
08:05 in the F1000 hospitality tent
08:30 in the Media Centre
11:00 in the Fun Cup Hospitality Centre

11 Qualifying

Qualifying will take place as per the timetable. It is the driver's responsibility to be ready **at least 20 minutes** before their timetabled session. Scrutiny labels must be affixed to the vehicle and clearly displayed before it is allowed onto the track. Drivers should go to the Assembly Area 20 minutes before published times and then, when directed by the course marshal, they should proceed onto the circuit.

Double Header Races: Unless Championship/Series regulations stipulate otherwise, grids the second race of a Double header event with only one qualifying session will be based on the finishing order of the first race. Retirements will be placed at the back of the grid in reverse order of retirement.

12 Circuit Access

Access to the circuit will be via the Assembly Area.

13 Race Start Procedure / Safety Car/Fun Cup Pit Stops

All start procedures will be in accordance with the championship/series regulations. It is the competitor's responsibility to ensure that they are ready in good time. Under ideal conditions, the racing programme may be brought forward. Grids will be formed as per Championship/Series Regulations and the terms of the circuit licence.

Where races are for a set time duration, the Chequered flag will be shown to the race leader the first time he passes the Finish Line after the time has elapsed.

13.1 Standing Start

The lap from the Assembly Area to the grid constitutes the green flag lap. Once the grid is formed up, there will be a one-minute countdown to the starting signal. No personnel will be allowed on the grid. Please note: the red lights will switch off, signalling the start of the race.

The following Championships/Series will use a Standing Start:

- **Avon Tyres Northern Formula Ford 1600 Championship**
- **Electrovape.co.uk XR Challenge**
- **BRSCC F1000 Championship**

Competitors are reminded that the green flag lap must be completed as quickly as possible without any undue delay. Should the completion of the green flag lap be in excess of 4 minutes, then at the discretion of the Clerk of the Course any time in excess of the 4 minutes may be deducted from the race duration.

13.2 Rolling Start

Fun Cup cars will be pre-gridded in the Assembly area then convoyed to the grid for a Grid Walk, via the Fosters Circuit. When the grid is clear following the Grid Walk there will be a 1m/30s countdown followed by the start of the Pace lap behind a Lead Car. Once the Lead Car has returned to the pits the red lights will switch off – signalling the start of the race. Please note that should there be a change of weather conditions from that in qualifying, there will be two laps behind the Lead Car.

Whilst on the Rolling Lap the Lead Car Driver or Observer will judge the grid and if they are not satisfied that the formation is correct, they may elect to do a further Rolling Lap prior to the start to allow drivers to regain their correct positions. If after the Lead Car has pulled into the Pit Lane, the Starter judges that the grid is not in good formation as it approaches the Startline, he may leave the Start Lights at Red. In these circumstances all cars should proceed slowly round the circuit and stop back in position on the grid. The Start procedure will be recommenced at the 1 minute signal. It is the driver's responsibility to insure they are fully aware of the full start procedures in section 2.5 of their Championship Regulations.

The following Championship/Series will use a Rolling Start:

- **Fun Cup**

13.3 Safety Car Intervention

The Clerk of the Course will have the facility for the use of the safety car in accordance with the Championship / Series regulations. It is the driver's responsibility to make sure they are fully aware of these regulations. The Safety Car will join the circuit from the pit lane exit and will exit the circuit via the pit lane entrance. The organisers reserve the right to use the Safety Car in all sessions, both qualifying and the races.

13.4 Green Flag/Pace Lap (Fun Cup)

Should there be a change in weather conditions which would necessitate an additional green flag/pace lap, then at the discretion of the Clerk of the Course, the race duration will commence at the start of the second green flag/pace lap

13.5 Fun Cup Pit Stops

The Pit Window interval will be 40 minutes. Engines must be turned off during all driver changes and whenever the car is in the Pit Lane with no driver.

In the event of circuit light failure for either start type the Union/National flag will be used to start all races.

14 End Of Track Session Procedure

14.1 At the end of each track session be it qualifying or the actual race, all vehicles must slow down after taking the chequered flag and leave the circuit as directed by officials.

- 14.2** At the end of your race, presentations will be carried out at the podium near Race Control in accordance with championship/series regulations if time permits. Please follow instructions of race marshals etc. In the case where the presentation does not take place immediately after the race, competitors should report to the Paddock/Race Secretary's office.

15 Judges

Judges may be appointed as per MSA Regulation [Q 18].

16 Social Media

Please take time to read the MSA's guidelines on Social Media which can be found at <https://www.msauk.org/assets/msasocialmediaguidelines-6.pdf> Please refrain from making comments about fellow competitors and officials that could be interpreted as bringing your championship, the hosting circuit, the BRSCC and individual drivers and officials into disrepute.

17 Race Day Information

Copies of practice times, grid sheets, provisional results and official bulletins, etc. will be posted on the official notice board and additional copies may be obtained from the Race Secretary's office.

18 Video Equipment

Any video equipment which is to be fitted to the vehicle must be done prior to scrutiny and the scrutineer must be advised.

19 Testing

Please call the circuit direct or check out <http://www.oultontpark.co.uk/testing.aspx>

20 Special Circuit Notes

20.1 Circuit Lights

Competitors are advised that the circuit now has a lights system and will be used in conjunction with the normal flag system.

20.2 Illegal Driving

All competitors are reminded that they are liable to exclusion from the meeting if any person associated with their team who is below the age at which a driving licence may be issued, is seen riding or driving a motor vehicle of any type within the paddock, or any other part of the grounds. Competition vehicles must not be used to transport personnel unless the passenger/s are within the framework of the vehicle.

20.3 Stopping the Race or Practice

Should it prove necessary to stop the race or practice session, a red flag and a red light will be shown at the start line and thereafter at all the marshal posts, **together with a red light at Warwick Bridge**. DRIVERS MUST THEN STOP RACING immediately and return to the start line during a race or into the pit lane during practice, where cars should form up in single line on the left hand side under the Pit Marshal's direction. During this period extreme caution must be exercised and you must be prepared to stop if called upon to do so.

20.4 Fuel

Fuel will be only available from the circuit pumps from **08:00hrs to 16:00hrs**

20.5 Pit Garage Fire Lane

The area immediately behind the pit garages is a fire lane and is a strictly 'no parking' area.

20.6 Recovery from the Circuit

Cars retrieved from the circuit by breakdown crews will be delivered to the Parc Fermé area only. The Club/MSV is not liable to any Competitor/Team in the event that any damage is caused in the course of removal of any vehicle from the circuit.

20.7 Circuit Clean Up

Please be aware that all Competitors/Teams will be liable in respect of any excessive clean-up cost incurred by MSV in cleaning up oil or any other hazardous substances dropped from any vehicle on the circuit.

20.8 Placement of Advertising and Signage

Teams and competitors may use the A3 clip frame information boards provided in pit garages (where applicable). Otherwise, placards, banners, advertisements, stickers, decals or leaflets must not be attached, erected, installed or placed anywhere around the MSV venue, including without limitation on any windows, fascias, hospitality suites or doors without MSV's express written permission. Any cost incurred by MSV to rectify or repair any damage caused by any breach of this provision shall be immediately reimbursed by the Team or Competitor on demand.

20.9 Restaurant Opening Times - Chequers

Evening Before	18:00 – 23:00	19:00 – 21:30 Bar meals
On the Day	11:00 – 19:00 (approx)	07:30 – 11:00 Breakfast 12:00 – 14:30 Lunch

20.10 Track Limits

Competitors should be aware that specific guidance has now been issued by the MSA regarding the penalties to be applied for drivers breaching track limits. These are as follows:

- 2nd offence - warning flag
- 3rd offence - 5 second penalty
- 4th offence – 10 second penalty
- 5th offence - drive through penalty
- 6th offence - exclusion

Competitors may also have their fastest lap times in practice/qualifying disallowed if they breach track limits.

21 Filming and Photography

21.1 Permitted Filming/Photography/Drones

Other than the taking of still photographs for personal, non-commercial and non-promotional use by Teams, Competitors or their guests, the production and/or reproduction of any audio and visual coverage at any MSV venue is not permitted without prior consent. MSV may charge a fee for the production for such coverage. Following requests to produce coverage, an MSV authorisation form will need to be completed in advance of the event. Where MSV provides consent, any and all on-board video equipment carried in or on any vehicle must be safely and securely installed; a club representative must inspect such equipment before the vehicle takes part in any on-circuit activity.

Drones are not permitted on site without MSV written authorisation, following confirmation of CAA requirements, Insurance and Risk Assessments by the Pilot.

21.2 Media Accreditation and Control of Photographers

All journalists, photographers and/or cameramen must complete an MSV Media Accreditation Applications Form supplied by the relevant MSV venues Marketing and PR Department, accompanied by the relevant supporting documentation. Only accredited photographers wearing an identifiable tabard issued to them by MSV are entitled to enter otherwise restricted areas of the MSV venues and must only access restricted areas using official access gates. They must not place themselves in areas of excessive risk, stay behind barriers and do not cross the circuit at any point unless authorised to do so by Club or MSV officials.

22 Circuit Map



23 Directions

Oulton Park Circuit
 Little Budworth, Tarporley, Cheshire CW6 9BW
 Tel: 01829 760301
 Fax: 01829 760378

Situated next to Little Budworth and is best accessed from the A54 or the A49.

24 Paddock Plan



25 Circuit & Club Safety Guidance Notes

It is the sole responsibility of the Entrant/Competitor to ensure that all of the safety requirements below are enforced. The Entrant/Competitor acknowledges that the list below is not an exhaustive list and that it is their responsibility to enforce the below items and any other such safety measures they deem appropriate.

MSV adheres to the Health and Safety at Work Act 1974 and its supporting legislation, regulations and guidance and we expect the same high standards and best practice from those coming to our Venues.

All teams and contractors must appoint a designated responsible person to oversee the safety of activities carried out on site. This name and contact mobile number should be known by the whole team and passed on to an MSV representative on request.

1. Storage and Use of Petroleum Spirit

- 1.1 All petroleum spirit must be stored in appropriate fuel containers complying with all relevant safety standards, away from any source of ignition.
- 1.2 All containers must be indelibly marked; "Petrol - Highly Flammable.
- 1.3 All empty containers must be removed from the venue after the event.
- 1.4 Generators should be powered by diesel and used in the open air.
- 1.5 Appropriate fire extinguishers must be readily accessible near any fuel store or refuelling activity.
- 1.6 Personnel must be trained and wear appropriate fire retardant personal protective equipment (PPE), before using petrol; especially when refuelling.
- 1.7 Vehicle refuelling is to take place in the open air where possible. If refuelling inside the garages all users must adhere to the 'Refuelling Hazard' signage displayed, as reproduced below;
 - 1.7.1 Petroleum spirit – Highly flammable
 - 1.7.2 No smoking and remove all ignitions sources
 - 1.7.3 Switch off engine
 - 1.7.4 Open all doors and shutters – Good ventilation required
 - 1.7.5 Check location of your nearest fire extinguisher
 - 1.7.6 Maximum 25 litres of fuel stored in this garage
 - 1.8 A no smoking ban and no ignition sources in the vicinity must be enforced by the person in charge of the refuelling process.

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- 1.9 A vehicle must be cooled before refuelling.
- 1.10 Drivers and passengers must be outside a vehicle during refuelling and it's recommended all personnel stand a minimum 3 m away.
- 1.11 When refuelling is in process a second person must be nearby, ready with a fire extinguisher.
- 1.12 Your attention is drawn to The Petroleum (Consolidation) Act 1928, The Petroleum (Consolidation) Regulations 2014, the Petroleum Spirit (Motor Vehicles) Regulations 1929, The Control of Substances Hazardous to Health Regulations 2002 (and amendments) and The Regulatory Reform (Fire Safety) Order 2005, must be complied with.
- 1.13 Participants are reminded that fuel is available for sale at the venue. As such it is unnecessary for participants to carry large quantities of fuel.

2. Hazardous Substances

- 2.1 Some vehicle parts, for example brake and clutch linings may contain asbestos. Participants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- 2.2 Some vehicle parts, for example brake and clutch linings may contain asbestos. Participants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- 2.3 Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.
- 2.4 Various other substances may cause disease or ill health even after very short exposures. Manufacturers guidance must always be followed. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request (Safety Data Sheets).
- 2.5 Personnel must be suitably trained and wear appropriate personal protective equipment (PPE), before using any COSHH substances.
- 2.6 The requirements of the Control of Substances Hazardous to Health Regulations 2002 (COSHH) (as amended) must be complied with.

3. Electrical Safety

- 3.1 All portable electrical equipment must be maintained in a safe condition and hold a valid Portable Appliance Test (PAT) Certificate.
- 3.2 Cables should be flexible (not of semi rigid type used for household wiring) and covered by matting when crossing walkways or fire lanes. Neoprene covered cable will resist damage by oil.
- 3.3 All electrical equipment to be used externally should be weatherproof.
- 3.4 Only British Standard UK plugs or adaptors permitted in site sockets, no overloading of circuits, particularly in the pit garages.
- 3.5 Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against electric shock.
- 3.6 Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.
- 3.7 The Electricity at Work Regulations 1989 must be complied with, or any deviations documented.

4. Fire Precautions

- 4.1 All teams must keep a working and serviced fire extinguisher close to hand. Fire extinguishers must be annually serviced or inspected, with the date displayed on the bottle, for checking.
- 4.2 Smoking is prohibited in all enclosed areas, including without limitation in the pit garages and in the pit lane. Smoking is also prohibited in all MSV vehicles.
- 4.3 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.
- 4.4 Barbecues and cooking equipment are prohibited in pit areas, including garages – keep away from all fuel and combustibles.
- 4.5 Temporary structures to have; an adequate gap separating them from other structures, recommend minimum 3 meters; clearly displayed fire extinguishers next to each fire exit door and clearly visible fire exit signage above each fire door.
- 4.6 Fire lanes, roadways and hatch markings to be kept clear at all times.
- 4.7 Ensure safe access and egress is available in and around team areas, this includes the provision of adequate lighting levels for evacuation purposes.
- 4.8 Catering outlets should hold a minimum of one fire blanket and an additional appropriate fire extinguisher.
- 4.9 Fire extinguishers should not be removed from any fire points unless they are to be used on a fire.
- 4.10 Keep fuel to a minimum on site and store in safe locations away from potential ignition sources.
- 4.11 All fires must be reported immediately to an official, marshal or other member of staff, even if extinguished.

- 4.12 Personnel must be trained in the correct use of fire extinguishers.
- 4.13 MSV permission is required before hot works commence on site.
- 4.14 All fire notices and orders to evacuate must be complied with.
- 4.15 The requirements of the Regulatory Reform (Fire Safety) Order 2005 must be complied with.

5. Working at Height

- 5.1 Personnel are encouraged to work at ground level where at all possible.
- 5.2 Personnel working at height must be protected from falling; this includes erecting awnings and satellite dishes on top of trucks. e.g. staff must be trained using harnesses and ropes, or handrails must be in place.
- 5.3 All working at height must be well planned and supervised with safe systems of work followed.
- 5.4 Reassess working at height safe working practices during adverse weather conditions.
- 5.5 No one should work underneath those working at height.
- 5.6 Appropriate non-slip footwear and personal protective equipment to be worn.
- 5.7 Manufacturer's guidance to be followed when using ladders, step ladders and all working at height equipment. (Domestic ladders should not be used, use a more substantial commercial ladder)
- 5.8 Domestic ladders or step ladders must not be used on site, only commercial ladders and step ladders.
- 5.9 All ladders, step ladders and any equipment must be checked for damage and removed from use where faulty.
- 5.10 The Working at Heights Regulations 2005 must be adhered to.

6. Vehicle Safety

- 6.1 A maximum 10 mph speed limit is in force on site for all vehicles, where permitted.
- 6.2 No paddock scooters or push bikes are permitted on site unless authorised by the Organising Club. It is the responsibility of the Organising Club to manage and administer paddock scooter and push bike usage by the implementation of a numbered pass system such that the details of each pass holder is recorded and each authorised vehicle has a pass on it. Details of pass holders and their corresponding pass numbers must be forwarded to MSV prior to each event.
- 6.3 Public (and children) are permitted in working paddock areas, therefore drivers/riders must take extra care in these tight localised areas.
- 6.4 Venue signage must be adhered to.
- 6.5 All vehicles driven on site must be road-legal and covered by valid vehicle insurance (including when riding all mopeds, scooters and quads).
- 6.6 All personnel using vehicles on site must hold a current UK driving license (or equivalent), including scooters.
- 6.7 Helmets must be worn by those riding scooters and mopeds outside the paddock and pits. It is MSV's recommendation that helmets are worn at all times riding around site.
- 6.8 All vehicles must at all times, keep to the marked roads when moving around the Venue.
- 6.9 Children are not permitted to ride scooters or quads at any time, or be carried as passengers.
- 6.10 No eating/drinking or the use of mobile phones whilst riding or driving.
- 6.11 Keys must be removed from the ignition of all vehicles when parked or not in use. (Vehicles have been stolen).
- 6.12 Riders or passengers on scooters or motorbikes must not carry unsecured loads.
- 6.13 Hover-boards, electric balance boards or equivalent (non-road legal) electric scooters are prohibited from site (disabled blue badge holders may be permitted to ride electric vehicles to aid access, with MSV permission on entrance).
- 6.14 Children are not permitted to play games in the paddocks, garages or pit areas due to the high numbers of vehicle movements in these areas at all times day and night. (No ball games, bicycles or other). Move into quieter parts of the venue for these activities, away from vehicles.
- 6.15 Children must always be supervised at all times in the Paddock and Pit areas. They are not permitted inside garages or the pit lane.
- 6.16 Vehicles must be driven or ridden as per manufacturer's instructions and with the set amount of passengers. (Eg. A 2 seat buggy must not carry more than 1 passenger with the driver – no standing on the back).
- 6.17 Breaches to this guidance may result in vehicle keys being taken and vehicles confiscated until teams leave site.

7. Compressed Gas Equipment

- 7.1 Explosions from over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- 7.2 All airlines should be in good condition, well maintained and be inspected regularly.
- 7.3 Always stand clear when inflating tyres and wear protective eye wear.
- 7.4 Compressed gas equipment to be used by well trained personnel only, no under 16 year olds. Any form of horseplay involving compressed air or gas is prohibited.
- 7.5 Compressed gas cylinders should be stored safely, in a well ventilated, upright positions, in accordance with the relevant working practices and legislation.
- 7.6 The requirements of the Pressure Systems Safety Regulations 2000 must be complied with on site.

8. Jacks and Axle Stands

- 8.1 Vehicles should only be raised and lifted on jacks and supported by axle stands which are in good condition, well maintained and rated to lift the vehicle weight safely.
- 8.2 Jack vehicles only on level undamaged ground.
- 8.3 Use the hand brake and chocks to stop the vehicle moving.
- 8.4 Vehicle engines should not be run whilst the weight of the vehicle is supported.
- 8.5 Follow manufacturer's guidance for using and maintaining equipment. Thorough examinations and testing is required every 6 months, with regular inspections and checks when used.
- 8.6 Lifting Operations and Equipment Regulations 1998 (LOLER), and Provision and Use of Work Equipment Regulations 1998 (PUWER), must be adhered to.

9. General Working Practices

- 9.1 All working areas should be kept clean and tidy and any waste should be removed regularly and placed in the containers provided.
- 9.2 All spillages should be cleaned up immediately.
- 9.3 All trailing cables, wires and hoses should not be allowed to create a trip hazard - use cable matting, or tape down safely, burying of cables is not permitted.
- 9.4 Whenever vehicle engines are being run, adequate ventilation must be ensured.
- 9.5 Pathways and roads should not be obstructed by storage boxes, vehicles or kit.
- 9.6 All site safety notices must be complied with.
- 9.7 Any person carrying out any work must ensure that they adopt safe working practices at all times, and comply with any relevant statutory provision and/or published guidance.
- 9.8 Personnel under the age of 16 are not allowed in the pits area or pit lane.

10. Noise

- 10.1 Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- 10.2 All personnel should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
- 10.3 It is recommended ear protection is worn when working in pits lanes and in pit garages, where particularly high levels of noise are recorded.
- 10.4 Where any person is at work the requirements of the Noise at Work Regulations 2005, must be complied with.

11. Manual Handling of Loads

- 11.1 Lifting, carrying and propelling loads by bodily force can be a major cause of injuries. Personnel are required to train their staff in safe manual handling techniques.
- 11.2 All manual handling lifting should be well planned and safe, with the weight of loads being lifted known.
- 11.3 Where any person is at work the requirements of the Manual Handling Operations Regulations 1992 must be complied with.

12. Waste

- 12.1 All waste oil must be placed in the containers marked "waste oil."
- 12.2 Waste tyres and empty petrol/oil containers should not be left at the Venue.
- 12.3 Personnel are urged to take any other form of waste with them when they leave the Venue, or to place it in the refuse containers provided.
- 12.4 Your attention is drawn to the requirements of the Environmental Protection Act 1990.

13. First Aid

- 13.1 Any person sustaining an injury or feeling unwell should seek treatment from the onsite emergency services.
- 13.2 To call the first aid or emergency services contact any official or member of the venue management.

14. Public Safety

- 14.1 Personnel should be aware that the Paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- 14.2 Personnel should exercise particular caution when the paddock is busy and during pits and track walkabouts.

15. Incident Reporting

- 15.1 All accidents where any person sustains injury, or where damage to property occurs, must be reported immediately to an official or a member of the venue management.

16. Temporary Structures

- 16.1 All temporary structures, including temporary garage units or hospitality units, must be constructed as per manufacturer's instructions, adhering to safe method statements, risk assessments and safe working practices, by competent, well trained personnel only. Appropriate Public/ Employers Liability Insurance cover must be held.
- 16.2 Structural plans and weight loading calculations must be known and adhered to during build and breakdown activities.
- 16.3 Emergency procedures to be devised and staff trained on them e.g. how and when to close a structure down safely in high winds.
- 16.4 Competent supervisor to sign-off the structure before it is used by members of the public or MSV staff.

17. No spectating at height

- 17.1 No spectating from areas at height, e.g. tail lifts, truck roofs or any other roof (unless handrails are in place to prevent falls).
- 17.2 No spectating from any venue infrastructure, such as fencing, waste bins or generators.

18. Track Regulations and Governing Bodies Regulations

- 18.1 Participants and Competitors are reminded of their obligations to comply with the requirements of the appropriate Track Regulations or Governing Body's regulations at all times. These Guidance Notes should be read in conjunction with all relevant UK regulations.