



## **SITE SAFETY RULES – THE CLASSIC 2022 – Competitors & Multicar Preparers**

### **Organiser**

Goose Live Events Ltd (Goose) is working in collaboration with Silverstone Circuits Ltd (SCL). The term 'Organiser' when used within this document means 'Goose and SCL'.

The Organisers, HSCC and Motorsport UK aim to promote the highest levels of safety at The Classic for competitors, multicar preparers and the general public who will attend the event. We all have a duty of care to provide a safe place to work and race whilst attending The Classic. To do this it is imperative that each racing team, competitor and multicar preparers takes full responsibility for their own safe working practices and environment.

The Organisers are keen to ensure that they do everything possible to support you all by providing as much information and guidance that is available from the health and safety executive and other statutory bodies.

### **Emergency Contact Details**

- Call **Event Control** on **01483 524 424** or contact a member of the Event Team who has a radio to contact Event Control.
- If contact cannot be made with Event Control then call Venue Control at Main Gate on 01327 320 308.
- Failing that, call 999.

### **Construction Site**

To ensure The Classic is compliant with all current Health and Safety legislation it is important that we share safety information with you regarding the set up and de-rig days including key safety rules for event open days.

Silverstone Circuit will officially be classed as a construction site during the build and breakdown as follows:

- From 08:00 on Monday 22 August until 22:00 on Thursday 25 August
- From 08:00 on Monday 29 August until 17:00 on Tuesday 30 August.

It is a requirement that we provide you with our site safety rules during these periods and that you share them with all your staff coming onsite.

Should you require access to the construction zones you must alert Event Control on 01483 524 424 who can arrange for you to sign the site safety rules induction sheet before entering the restricted areas.

### **Pre-event H&S Documentation for Multicar Preparers**

All multicar preparers must ensure that they have completed a method statement and risk assessment to cover all work activities and tools to be used. Copies of all insurances and safety documentation must be provided to the Organisers in advance. Copies of all safety documentation must be kept onsite and produced on request. All work must comply with current health and safety regulations and legislation. If you are engaging a third-party contractor to provide services onsite; all safety documentation for these companies must also be provided. If structures are being built, an appropriate wind action plan and fire certificates must also be provided.

**If the necessary health and safety documentation has not been provided to the Organiser, then the multicar preparer will not be allowed access to the site until it has been submitted and reviewed by the Organiser. To avoid any entry delays, please ensure this is completed prior to arrival onsite.**

**PLEASE PAY ATTENTION TO THE WORK AT HEIGHT SECTION (11) OF THIS DOCUMENT IF YOU ARE BUILDING A STRUCTURE, AWNING OR ARE REQUIRED TO WORK AT HEIGHT FROM LADDERS, STEPS OR ON THE TOP OF VEHICLES. FOLLOWING CONTINUAL NON-COMPLIANCE WITH THE WORK AT HEIGHT REGULATIONS 2005 IT IS IMPERATIVE THAT WE ALL TAKE RESPONSIBILITY FOR ENSURING THE SAFETY OF BOTH OURSELVES AND THOSE WHO WORK AROUND US WHEN WORKING AT HEIGHT. MOTORSPORT UK, HSCC AND THE ORGANISERS ARE WORKING TOGETHER TO ENSURE**



**ALL COMPETITORS AND MULTICAR PREPARERS ARE COMPLIANT IN THEIR WORKING PRACTICES AND WILL BE MONITORING CLOSELY THE WORK ACTIVITIES IN 2022.**

### **COVID-19**

During the Coronavirus pandemic SCL assessed the venue to protect your safety and others around you. From that assessment new site rules were put in place which competitors and multicar preparers must follow and help to implement. These rules have been reviewed in 2022 following the changes in legislation and NHS/Government guidance and those still relevant are detailed below:

The following rules must be applied and followed:

- If you experience any of the following symptoms you should stay at home and self-isolate in line with current NHS and Government guidance: A new persistent cough, a high temperature, shortness of breath, a loss of sense of taste or smell.
- No person is to attend the venue if they have at any time in the past 10 days tested positive for Coronavirus. Sanitiser dispensing stations and wash hand basins with soap are positioned around the venue, at entry points and other touch points, these must be used as you enter buildings and regularly throughout the day.
- All safety notices, in particular: social distancing rules; personal hygiene; office capacities and workflows around buildings must be adhered to.

All applicable COVID-19 government guidance alongside motorsport and event industry guidance will be implemented across site at the time of the event. The control measures detailed above are to prevent the spread of Coronavirus, however if there was imminent danger requiring an emergency evacuation, even during this pandemic, emergency egress plans would take priority to get people away from the most urgent hazard. Social distancing measures should be applied at the assembly area when in an emergency situation. SCL has created a race meeting COVID-19 operational policy that should be followed where relevant.

**During the event** we will have a large crowd of enthusiastic visitors of all ages throughout the site that may not be aware of the site layout and procedures, and many of whom may never have been to a racing event before. Please take a few moments to read the following safety guidance notes and adhere to these rules throughout your time onsite to ensure we all have a safe and enjoyable event. Please note, all participants, competitors and multicar preparers must comply with any verbal or written instruction, direction or notice given by the Organiser.

### **1. Driving in the Paddock Areas on Event Days**

Competitors should be aware that the paddocks are 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. The following rules must be adhered to for any vehicle movement in the paddock areas during event open days (Friday, Saturday, and Sunday).

- i) Vehicles must not exceed 5mph.
- ii) Vehicles must be flanked on both sides by walking Team members or Paddock Marshals if Team members are not available.
- iii) Horns and verbal announcements must be used to alert pedestrians that you are moving towards them.
- iv) Ensure pedestrians are completely clear of the vehicle before moving forward past them.
- v) Follow all instructions of Paddock Marshals and the Event Team when moving through the paddock and stop when requested.
- vi) Report any incident, however minor immediately to Event Control, Paddock Marshal or Event Team.
- vii) If you call for or seek medical assistance inform Event Control, Paddock Marshal or Event Team.
- viii) Never leave the site of any incident – even if you are meant to be racing.

### **2. Incident Reporting**

All incidents where any person sustains injury or could have potentially sustained an injury i.e. a 'Near Miss' or where damage to property or a security breach occurs must be reported immediately to Event Control. Any serious incidents – including those on track – must be reported to Event Control. It is the responsibility of the competitor and multicar preparer where applicable to report all accidents and incidents under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR) to ensure that any incidents and/or accidents are reported to the regulatory authority.



### 3. Governing Body Regulations

Participants, competitors and multicar preparers are reminded of their obligations to comply with the requirements of the appropriate Governing Body's regulations at all times and these guidance notes should be read in conjunction with all other relevant regulations.

### 4. Dos & Don'ts

#### i) Dos

- Beware of, and give way to, pedestrians at all times when driving through the circuit.
- Follow the procedures for driving through the paddocks.
- Park in the allocated areas.
- Remove your rubbish to the nominated storage area.
- Store any fuel safely.
- Dispose of any waste oil in the drums provided.
- If camping overnight keep to the nominated areas.
- Keep tail lifts either fully down or fully up.
- Leave the area as you would like to find it.
- Wear hi-vis clothing at all times during build and break down and when reversing vehicles.
- Remove any tape used in the pit lane on the concrete area.
- Supervise children 16 years and under at all times.
- Only use BBQs in the designated cooking area outside of the paddocks.

#### ii) Don'ts

- Drink alcohol and ride/drive.
- Use any areas inside the venue as practice areas.
- Ride a scooter/moped if you do not have a licence, a helmet or insurance.
- Leave any tyres, oil/fuel drums, carpets or any other large items. Take them away with you.
- Travel on the back of a trailer.
- Ride more than two on a scooter or a quad.
- Drive on the grassed areas around the venue.
- Trail cables and/or hoses across walkways.
- Block access to bins or they will not be emptied.
- Put stickers or tape on doors or walls.
- Drill on the pit wall without prior consent from the Organiser.
- Allow any machinery to access the track for work purposes unless they have a drip tray, nappy or spill safe kit.
- Put any wastewater pipes into the storm drains. Please use an actual wastewater point.
- Leave cable access plates off. Always replace when they have been lifted.
- Provide or sell food/drink or merchandise to members of the public.

### 5. Counter Terrorism

Please ensure you are familiar with the latest Government counter terrorism advice leaflet.

<https://www.gov.uk/government/organisations/national-counter-terrorism-security-office>

### 6. First Aid

i) Any person sustaining an injury or feeling unwell should seek treatment from the onsite emergency services or the Medical Centre.

ii) To call the first aid or emergency services, contact any official or a member of the Event Team or call Event Control on 01483 524 424. If contact cannot be made with Event Control, then call Venue Control at Main Gate on 01327 320 308. Failing that, call 999.

### 7. Public Safety

i) Participants, competitors and/or multicar preparers should be aware that the paddock is 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.



- ii) Participants, competitors and/or multicar preparers must follow the rules when wishing to drive through the paddock during public open days.
- iii) Participants, competitors and/or multicar preparers should exercise particular caution when the paddock is busy, and during pits and circuit walkabouts.
- iv) Children 16 years and under are not allowed in the garages unless they are a participant. Should a team breach this rule then the Organiser accepts no liability. Children 16 years and under should be supervised at all times. Please note that children 16 years and under are not allowed in the pit lane. Children 16 years and under are not allowed on the track or grid.

## **8. Garage Rules**

### **i) Overnight**

- Space heaters must not be left unattended and must be switched off when not in use.
- All electrical equipment must be unplugged when not in use.

### **ii) Waste Disposal**

- DO NOT use the drains to dispose of oil.
- No cooking should be done in any of the garages.
- Please note that the garage floor is potentially slippery when wet.
- No metal object such as brake disk/pads are to be placed in the waste bins

## **9. General Working Practices**

- i) All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
- ii) All spillages should be cleaned up immediately and reported to Event Control.
- iii) All trailing wires and hoses should not be allowed to create a trip hazard. They must be flown, matted, cable ramps or cable runs used.
- iv) Whenever vehicle engines are being run, adequate ventilation must be ensured.
- v) All safety notices must be complied with.
- vi) 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 and ensure there is a suitable and sufficient risk assessment in place.

## **10. Manual Handling of Loads**

- i) Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.
- ii) Where any person is at work the requirements of the Manual Handling Operations Regulations 1992 as amended by the Health and Safety (Miscellaneous Amendments) Regulations 2002 must be complied with.

## **11. Work at Height**

An area which has been of growing concern year on year is the working practices being employed to install awnings on the larger vehicles and work at height from the top of vehicles. This has been reported to Motorsport UK and HSCC to look at how we can encourage better working practices onsite to ensure the safety of everyone.

Anyone installing awnings to motor vehicles should ensure that they are aware of any manufacturer's instructions that have been provided for the safe installation or, if these are unavailable, have carried out a risk assessment to identify the safest method for the installation including clear safety controls for any work at height.

Working at height can be dangerous and should only be carried out by those who are trained and with full control measures in place. The use of PPE should be the last resort. Safe working practices should be identified and the use of MEWPS (mobile elevated work platforms) considered. If fixing to the top of a vehicle/trailer, appropriate measures must be in place to restrict the possibility of falls from height. Your risk assessment must identify all control measures in place. Ladders must be suitable for the task, used for short duration, used on a stable firm surface, and must be footed when in use.



The health and safety executive website (<http://www.hse.gov.uk>) provides really useful guidance for working at height along with access to the Work at Height Regulations 2005. Unfortunately, working at height is one of the biggest causes of accidents and we all carry a responsibility to minimise this risk by, where possible, finding alternative solutions.

The HSE website gives the following advice:

- avoid work at height where it is reasonably practicable to do so.
- where work at height cannot be avoided, prevent falls using either an existing place of work that is already safe or the right type of equipment.
- minimise the distance and consequences of a fall, by using the right type of equipment where the risk cannot be eliminated.
- do as much work as possible from the ground.
- ensure workers can get safely to and from where they work at height.
- ensure equipment is suitable, stable and strong enough for the job, maintained and checked regularly.
- make sure you do not overload or overreach when working at height.
- take precautions when working on or near live edge or fragile surfaces.
- provide protection from falling objects.
- consider your rescue procedures.
- Consider the use of long tools and work at height equipment which does not necessitate the need to access the vehicle roof unless there is suitable edge or fall protection in place.

Please also be aware that weather conditions can play a big part in the safety of all activities on site and therefore take this into consideration when planning your work activities.

**In the event of a serious accident/incident such as a fall from height, a full investigation will be required which may result in the stoppage or closure of the event as a whole.**

## 12. Noise

- i) Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- ii) All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British standards.
- iii) Where any person is at work the requirements of the Control of Noise at Work Regulations 2005, must be complied with.

## 13. Marquee Erection

Marquees or other temporary structures used to accommodate people will have the following hazards associated with their construction:

- Underground services – cable strike potential.
- Forklift truck movement.
- Collapse of structure.
- Injury from or by neighbouring contractors. Accidents to members of the public.
- Fire.
- Weather/high winds.

A risk assessment, method statement and wind management plan detailing max wind speeds and actions to be taken should be submitted prior to any marquees or temporary structures being erected. Work must be planned accordingly to reduce such risks. Work will not be permitted until the contractor is instructed on the location (or absence) of services in the nominated area.

In order to comply with health and safety regulations it is the responsibility of the multicar preparers to ensure that members of the public and other non-essential personnel are not allowed access to the work area. The multicar preparer must ensure that they comply with this and working areas are restricted. Please note that multicar preparers should NOT attempt to drill or stake any concrete or tarmac surface without the express written confirmation from the Organiser. Failure to do so will render the multicar preparer liable to the full cost of repair to these surfaces and any resulting



damages incurred. Under no circumstances must marquees or other temporary structures be tethered to any fences or buildings. It is your responsibility to monitor the weather and take necessary action to ensure your structure is stable and secure. All structures must be weighted accordingly to secure them.

If your marquee / temporary structure fails or collapses you must report this immediately to Event Control. Secure the area to restrict access.

Multicar preparers providing a structure onsite which will house people during the event must have undertaken a fire risk assessment, calculated the overall occupancy, calculated the number of fire exits required, provided appropriate firefighting equipment and signage and have a clear evacuation plan in place. It is the multicar preparers responsibility to maintain all exits and exit routes inside and around the structure.

#### 14. Vehicle Safety

- i) A 20MPH speed limit is in force in all areas of the venue **APART FROM THE PADDOCK WHERE IT IS 5MPH**. This applies to all vehicles, including moped, motorcycles and buggies, with the exception of emergency vehicles attending an incident. Failure to adhere to this speed limit may result in the offending vehicle/driver being removed from the venue. Race cars should only be driven off track if absolutely necessary. For instance, moving to and from the assembly area or when leaving the track following a race. Vehicles must also take particular care when moving through pedestrians as the paddocks are public areas. See rules above for movement through paddocks during open days. If for any reason a race car must be driven from one paddock to the other, please only use marked roadways, utilising the Valley Link Road through the middle of the circuit.
- ii) Other than speed restrictions, the normal rules of the road apply whilst onsite. Vehicles should not be used for purposes other than their design and the number of passengers should not exceed the design limit. For the avoidance of doubt scooters, quad bikes and motorcycles are not permitted on any grass verges, banks or any general public areas such as trade malls and food courts. Please note that absolutely no vehicles are permitted in the Concert Area, including scooters/mopeds/motorcycles/quads/buggies. **Participants, competitors and/or multicar preparers must not drink and ride/drive**. A shuttle bus to each competitor's campsite will be available after the concert each evening.
- iii) Persons driving cars on site must have a full driving licence applicable to the vehicle they are driving. The vehicle must be taxed and insured.
- iv) Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving licence or its international equivalent.
- v) Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle licence or the international equivalent.
- vi) Persons riding scooter bikes (single and double seater) must hold the appropriate licence.
- vii) Any motorcycle, moped, scooter or other such bike/trike/quad must be ridden with all due care, the rider must wear an appropriate safety helmet, and the vehicle must be road-legal, taxed and insured.
- viii) All vehicles must at all times keep to the marked roads when moving around the venue.
- ix) Mini motos are not allowed at the venue.
- x) Quads and buggies can only be driven by persons who hold a valid full UK licence (or international equivalent). Unless the quad has been adapted then no more than one person should ride on it. Helmets should be worn at all times.
- xi) No persons should ride on any trailer at any time.
- xii) Persons 16 years and under are not allowed at any time to drive a motorised vehicle unless they are on track competing and this has been approved in advance by the Organiser.
- xiii) Do not leave keys in the ignition of any vehicle.
- xiv) In Red Zone 24 (motorhomes and camping for international paddock), no more than one car can be parked in front of a competitor motorhome. This is to minimise the risk of fire spreading from vehicle to vehicle. No cars are allowed to remain parked in Pink Zone 32 (motorhomes and camping for national paddock).

#### 15. Storage and Use of Petroleum Spirit

SCL is currently reviewing the Fuel Storage and Distribution Policy. At present, these are the procedures that must be followed:

- i) Any contractor, team or competitor bringing fuel onsite should include the quantity and type of fuel in their fire risk assessment and detail what control measures they will have in place.



- ii) All fuel should be stored in appropriate metal containers complying with the relevant British or (European) Standard, away from any source of ignition, in a well-ventilated area externally.
- iii) Containers must be marked 'Petroleum Spirit – Highly Flammable'.
- iv) Petrol is to be used as a fuel only and not for any other purpose.
- v) All vehicle refuelling is to take place in the open air and not in the garages.
- vi) There is no re-refuelling or transfer of fuel from one container to another to take place in the garages.
- vii) The person in charge of the refuelling process must enforce a no smoking ban.
- viii) Attention is drawn to the Petroleum Consolidation Regulations 2014.
- ix) All empty containers must be removed from the venue after the event.

Note: Fuel is available for sale at the venue 24 hours a day. As such is it unnecessary to carry large amounts of fuel inside vehicles.

#### **16. Hazardous Substances**

- i) Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants 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 and the event team must be notified of its use.
- ii) Some mineral oils and degreasants 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. Where these are used the competitor and/or multicar preparer must carry a spill kit.
- iii) Various other substances may cause disease or ill health even after very short exposures e.g. degreasers. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request. Where hazardous substances are brought onsite a Material Safety Data Sheet (MSDS) must be available upon request
- iv) Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 2002, must be complied with and a COSHH risk assessment provided for each product which is a legal requirement. These should be part of your H&S documentation submission.

#### **17. Storage and Use of Liquefied Petroleum Gas (LPG) Refillable Cylinders**

Liquefied Petroleum Gas (LPG) is the generic term used to describe propane, butane, or mixtures of the two gases. It is heavier than air and will therefore collect at low levels such as cellars, pits, drains or basements. LPG is extremely flammable and readily forms explosive air-vapour mixtures. The main hazards in the storage and use of LPG are leakage, which leads to possible fire or explosion risks; and inadequate ventilation, which leads to the build-up of toxic gases due to incomplete combustion.

In addition to the general requirements of the Health and Safety at Work Act 1974, and the subsequent Management, Provision and Use of Work Equipment the Dangerous Substances and Explosive Atmospheres Regulations 2002 also apply.

Storage and use of LPG in cylinders:

- Cylinders in use should preferably be located in the open air, but where this is not possible they should be positioned so that there is adequate ventilation at low level to the open air.
- Quantities of LPG should be kept to the minimum needed.
- Warning signs must be displayed indicating the presence of LPG and prohibiting smoking and the use of naked flames.
- Appliances/equipment using LPG should be installed, commissioned and regularly maintained in accordance with the manufacturer/supplier instructions.
- Regular inspections for leaks should be carried out. Naked lights/open flames must not be used for this purpose.
- Empty cylinders should be treated in the same manner as full ones but should be kept separate, and the valves should be closed.
- Cylinders should be used with the valves in the upright position.
- Cylinders should not be changed in the presence of naked lights/open flames.



- Pipework should be rigid metal, but the final pipe connection to the appliance may be of purpose made rubber hose which must comply with BS3212. This must be replaced before the date printed on it. Hoses should be kept as short as possible.
- Clips should be used to hold the rubber hose on to the fitting instead of just pushing the pipe on. The clip should be crimped and not the jubilee-type clip fixing that can easily be adjusted.
- Each and every LPG supply must terminate with an accessible emergency shut off valve immediately before the appliance.
- Regulators should comply with BS3016 or BSEN12864 and be correctly matched to both the type of gas and the appliances in use.
- All fittings and threads which connect to the cylinder must be clean and undamaged.
- Sealants must never be used.
- Where spanners are in use they must be those produced for the purpose (e.g. Calor Spanner).

In the event of fire

- Inform Event Control on 01483 524 424 immediately. They will call the onsite fire crew or fire brigade if required.
- Shut all valves on cylinders.
- Keep cylinders cool by water spray if possible.

It is inadvisable for untrained personnel to attempt to extinguish a fire involving LPG.

### **18. Electrical Safety**

- i) Competitors and multicar preparers are NOT permitted to bring their own generators to the event unless integral to a truck. Please use the power supplies provided. Power cables must not be connected to toilet blocks or any other buildings. If using an integrated (non-petrol) generator within a truck then the company must supply a suitable and maintained fire extinguisher.
- ii) Extension lead cables should be flexible and not of semi rigid cable or the type used for household wiring. Neoprene covered cable will resist damage by oil.
- iii) All electrical equipment to be used externally should be weatherproof.
- iv) Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against electric shock.
- v) 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.
- vi) Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.
- vii) Cables must not cross any walkways if at all possible. If they cross walkways they must be properly secured so as not to present a trip hazard. Electrical cables must be covered by suitable conduit or ramps and not mats or tape.
- viii) All portable appliances must be PAT tested and all electrical equipment must be maintained in a safe condition.

### **19. Fire Precautions**

- i) Smoking and vaping is prohibited in all garages, grandstands in the pit lane and within all enclosed areas at the venue.
- ii) All potential sources of ignition should be kept away from petroleum spirit and vapours.
- iii) The lighting of barbecues and/or open fires is prohibited in the pit garages, paddocks and support paddocks. If barbecues and/or open fires are found they will be extinguished and the multicar preparer responsible and their competitor may be ejected from the event, the competitor will be disqualified from competing and the competitor will be subject to a £1000 + VAT fine. There will be a designated cooking area for multicar preparers and competitors to use outside of the paddock areas.
- iv) All competitors and multicar preparers should carry suitable fire extinguishers in accordance with the risk assessment and relevant Governing Body regulations. All fire equipment must be deemed fit for purpose i.e. checked and serviced by a competent fire extinguisher service company within the past 12 months, full service record must be attached to the equipment containing service provider information. Over the course of the race meeting the Fire Safety Officer will inspect garage and paddock areas in order to ensure that the above requirements are enforced, failure to do so will result in the race teams being required to hire/purchase the appropriate equipment from the Fire Safety Provider.
- v) Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
- vi) All fires must be reported immediately to Event Control.
- vii) Teams are encouraged to train their members in the correct use of fire extinguishers.





viii) All fire notices and orders to evacuate must be complied with.

ix) Where extinguishers are found to be missing following an event this cost will be charged back to the competitor and/or multicar preparer.

## 20. Compressed Gas Equipment

i) Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.

ii) All airlines should be in good condition and be inspected regularly.

iii) Always stand clear when inflating tyres.

iv) Any form of horseplay involving compressed air or gas is prohibited.

v) Compressed gas cylinders should be stored in accordance with the relevant working practices.

vi) Where any person is at work the requirements of the Pressure Systems Safety Regulations 2000 and Transportable Gas Containers Regulations 2009, must be complied with.

vii) A risk assessment must be provided for use of CGE.

## 21. Jacks and Axle Stands

i) Vehicles should only be raised on jacks that are in good condition and rated to lift the vehicle weight safely.

ii) Any equipment used for lifting must be inspected annually by a recognised body.

iii) Jack vehicles only on level undamaged floors.

iv) Use the hand brake and/or chocks to stop the vehicle moving.

v) Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.

vi) Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

## 22. Waste

i) All waste oil must be placed in the bunded containers marked "waste oil". **Nothing other than waste oil must be put into these containers.**

ii) Participants, competitors, and/or multicar preparers 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. Black – general waste and Green – paper and cardboard. ALL tyres, fuel cans and carpet remains to be taken off site on departure. Please note that there will be a charge for all tyres (£500), carpet and waste oil cans left onsite.

iii) Attention is drawn to the requirements of the Environmental Protection Act 1990.

iv) Sewage/foul waste from motorhomes must not be disposed of onsite, including into toilets. Any participants, competitors and/or multicar preparers found to be violating this condition will be subject to pay any costs incurred by the Organiser as a result including any additional cleaning services. Additionally, waste point plugs must not be left open to allow waste to drain onsite or on to public roads. The only exclusion is if motorhome waste can be carried to the applicable waste point in a cassette. Waste contained within a cassette can be disposed of in the nominated waste point in each motorhome campsite.

Please ensure that the above health and safety message is passed on to your team, staff, visitors and contractors where applicable and display it in a prominent place where it can be read by any participants in your charge. Please read your competitor information document which clearly shows you which routes you can use during your time onsite.

We have made every effort to ensure that your time at the venue is a safe and pleasurable one and your cooperation with this is much appreciated.

Thank you.

The Classic Team  
01483 524 424