



STANDARD REGULATIONS (SR'S 2023)

REMINDER PRE-EVENT:

- All HSCC race meetings** are organised by the HSCC Ltd. Meetings will be held under the General Regulations of MotorSport UK(MSUK) (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the Organising Club may issue for the event.
- Applicable dates and venues:** The following Standard Regulations are applicable to the following events:

22 April	Snetterton 300,
23 April	Snetterton 200,
06/07 May	Cadwell Park,
27/28 May	Silverstone Grand Prix,
24/25 June	Donington National,
14 July	Brands Hatch Indy,
15/16 July	Brands Hatch Grand Prix,
28/30 July	Oulton Park International,
02/03 September	Croft Circuit,
14/15 October	Silverstone National.
- Officials of the Meeting:** To be advised in the Final Instructions for each Race Meeting.
- Permit:** Except for Silverstone GP Circuit 27/28 May and Brands Hatch GP Circuit 15/16 July which will be a dual Permit Event with an International Permit for Historic Formula 2, all events to be run under an Interclub permit. All race meetings will be inscribed with the FIA as an NCAFP
- Championships:** Championships incorporated in these meetings are as detailed in Championship or invited Series regulations for 2023. Vehicles must comply with the eligibility regulations as stated in the Championship or invited series regulations.
- Eligibility:** All HSCC race meetings are open to fully paid-up members of the HSCC and invited Clubs and drivers. Interclub or above status licence are required for all races unless otherwise notified on Championship/Series Regulations. Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2.1 and FIA ISC Article 2.3.7.b applies).
- Entries:** Opening and Closing dates will be available to view to registered competitors via the online portal. Competitors are required to enter online and will receive an automatic acknowledgement upon completion of their entry.
 - Entry fees will not be taken from competitors until the closing date.
 - Upon payment an entry becomes confirmed.
 - If the race is oversubscribed the following conditions apply.
 - If you are listed as a reserve. Reserves will be accepted in accordance with circuit grid capacity. Reserves who practice but are not allowed to race will receive a refund of entry fee less £50.00.
 - Reserves who are not allowed to practice will receive a full refund of their entry fee.



- iii. Qualifying will be the maximum number of cars allowed by the circuit licence plus 20%
- iv. The maximum number of starters per race will be that allowed by the circuit licence.
- v. Prior to the confirmation of an entry, the organisers in their absolute discretion reserve the right to change the format, timetable, race duration and amalgamate or cancel races or the event
 - For events where the HSCC are the permit holders, withdrawals must be notified in writing or by email to the HSCC office by 12.00 midday on the Thursday immediately prior to the race meeting. Refunds will be the entry fee less £50 administration fee.
 - For events where the HSCC are not the permit holder (including but not limited to foreign events) refunds after the closing date are at the discretion of the HSCC and if made will be minus any charges levied by the organisers or costs incurred.
8. **Force Majeure:** The Organisers, MSUK Steward or the HSCC reserve the right to postpone, abandon, amend or cancel a meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Organisers, MSUK and HSCC will not be liable for any loss or expense incurred by entrants or drivers. Further, the HSCC shall not be responsible to its Members, other entities, or competitors for any delay or cancellation of an event, part of an event, race duration or the performance of its obligations under any contract or agreement with a circuit or other entity as a result of any cause beyond its reasonable control. Where incidents on track outside of the control of the Club cause delays to the published programme the HSCC and Clerks of the Course in their absolute discretion may vary the timetable order and race duration without financial penalty. Any race stopped after the leader has completed 75% of its duration may be considered to have finished. (Q.12.15.4).
9. **Refusal of Entries:** Entries may be refused if; the competitor is not a member of the HSCC or invited to compete in the event. If the vehicle entered does not conform to the regulations of the race entered. If the competitor has not submitted a valid entry or made payment for the entry. If the competitor has currently been refused membership to the HSCC or is temporarily suspended following judicial process. Or for reasons where the HSCC acting in its absolute discretion decide otherwise. A car presented at scrutineering which does not comply with the regulations and is refused entry will not be entitled to a refund.
10. **Races & Entry Fee:** Competitors must register and enter online and will receive an e-mail notifying them when entries open for an event. Any guest Competitor not registered with the HSCC should contact the HSCC Office. The opening and closing dates of entries will appear at the top of the Entry Form. For anyone not registered for the Championship/Series will be requested to submit evidence their car is eligible for that event. If in the case of the race being oversubscribed at the time entries close be automatically placed on a reserve list their place in the listing being to follow all registered drivers in the Championship/Series. In the case of more than one registered competitor the order will be decided by the earliest date and time of entry.
11. **Drivers Briefings:** The time and place of drivers briefings will be notified in the meeting Final Instructions. Failure to attend without prior permission will incur a penalty.
12. **Scrutineering and Sign On** will take place at the time and locations as specified in the meeting timetable. Dependent on MSUK Guidance this may be conducted Pre-Event by Pre-Event Declaration.
13. **Numbers:** All vehicles must display numbers and roundels in accordance with MSUK regulations J4 (see also drawing 4 in the MSUK Yearbook). Numbers are allocated by the Club and wherever possible we will try to accommodate the wishes of the Member. However should any driver not renew their current membership for 2 consecutive years, their allocated race numbers may be re-allocated.



14. **Decals:** Competitors are reminded that HSCC decals (one each side of the car) and, if supplied, race sponsor's decals must be prominently displayed on competing vehicles. Competitors may not display any decal other than those proven to be used in period without the express permission of the HSCC and must remove any decal promoting any other Club or organisation prior to scrutineering.. Failure to display or remove decals may result in exclusion.
15. **Pits & Paddock:** Cars entering the pits during practice or racing must use the pit entry road. There is a 60KPH or 37 MPH maximum speed limit in pit lane. A time penalty of 5 seconds plus 1 second per KPH may be imposed. There is a maximum speed limit of 10 MPH in the Paddock and all other areas under the control of the organiser. Failure to observe Officials instructions or speeding may lead to exclusion from the meeting.
16. The Clerk may impose **Stop/Go** or **Drive Through** penalties. These may be altered to a time penalty of not less than 30 seconds and not more than 60 seconds for operational reasons Q.12.26 (h).
17. **Practice:** There will be a minimum of one practice session for each category of race. Drivers who have not previously raced in its current layout within the last 12 Months must complete at least 3 laps to qualify for a place on the grid MSUK Regulation Q12.4. Drivers who are allowed to qualify out of session will start from the back of the grid. The fastest time set by each car will determine grid position (MSUK rule Q12.9.3 will apply). The maximum number of starters for each race are as shown in the MSUK Yearbook for the circuit configuration used. For qualifying the maximum number of cars on the circuit may increase up to a maximum of 20%, subject to the conditions of the track Licence, to allow notified reserves to qualify.
18. **Reserves:** Subject to qualification, reserves will be admitted to the races if spaces are available in the order published in the entry list.
19. **Starting Grids:** Competitors are reminded of the provisions of Q 12.9.12 (iii)It is strongly recommended that competitors visit the grid, prior to their race, to acquaint themselves with the markings and other features of the grid. If a competitor is deemed to have made a false start (Q12.13) the Clerk of the Course may impose either a time penalty of a range between 5 or 10 seconds or a drive through penalty.
20. **Race Starting Procedure:** All HSCC races will be either standing start or rolling start. The type of start for each meeting will be declared in the Final Instructions. The Senior Clerk of the Course may in his absolute discretion change the start procedure if required. The HSCC quick start procedure will be used as follows. Drivers in all races should proceed to the assembly area designated in the Final Instructions (for selected races this maybe the pit lane) 15 minutes before the scheduled start of their race or when called. Pre-gridding and the 1 minute and 30 second countdown will take place in the assembly area.
21. **Standing Start:** Drivers will be released on to the circuit, do one complete lap and then proceed to the starting grid, this will constitute the 'green flag' lap. Upon arrival at the starting grid, drivers should take up their grid positions as quickly as possible and, as soon as the last car is in position, only the 5 second board will be displayed before the red lights are shown, followed between 3 and 5 seconds later by the red lights being extinguished denoting the start of the race.
22. **Rolling Start:** Cars will be pre-gridded, and the 1 minute and 30 second countdown will take place in the assembly area The cars will then be led round for a minimum one lap behind a pace car and will form up into either their 2 x 2 or 1 x 1 grid positions.
 - The pace car will then turn into the pit lane and it will be the responsibility of the front row **cars to hold their position and speed.**



- As the front row of the grid approaches the start line, the red lights will be extinguished, denoting the start of the race but there is **no overtaking or changing of direction for any cars prior to crossing the start line.** (n.b. should a competitor suffer a mechanical problem they should indicate this to other competitors by raising their arm and safely pulling off the circuit into the pit lane or adjacent to a Marshal post).
 - It's strictly forbidden for cars to back up or hold other competitors during the green flag laps in attempt to gain a competitive advantage. It is also strictly forbidden to excessively brake, weave and accelerate in an attempt to warm tyres.
 - Drivers who are judged to have performed practice starts or excessive weaving during the warmup/ green flag laps will be reported to the Clerks of the Course.
 - Any car which in the opinion of the Clerks of the Course fails to maintain its position and speed set by the 'Pace Car' prior to crossing the start line or is guilty of any of the preceding instructions will be penalised and in addition to any offences outlined in the 'MSUK Yearbook any infringements of this race start procedure may result in a time penalty of up to 60 seconds or disqualification from the race.
 - Should the red lights remain on, the start is aborted, and cars should complete the lap and return to the starting grid.
 - Should any race be 'red flagged', it may be restarted, at the discretion of the Clerk of the Course and if time permits, for the remaining scheduled distance.
 - The grid for the restarted race will be the order in which the cars passed the finish line at the end of the lap preceding the lap on which the red flag was shown, and the result of the race will be the order in which the cars cross the finish line when the chequered flag is shown at the conclusion of the restarted race.
 - In the interval between stopping and restarting the race cars may return to the pits for repairs. Subject to approval from a scrutineer they may rejoin the race start from the Pit Lane. Equally if approved by the Scrutineer non-running cars at the time of the Red Flag can rejoin the race from the Pit Lane in order behind those previously mentioned. For clarity see section Q12.15 – Q12.16. If there is any variation to the start procedure this will be announced at the drivers briefing. On some occasions pre gridding for some groups may take place in the pit lane, if this is the case it will be notified in the final instructions.
23. **Pit Garage Allocation:** Will be notified in the meeting Final Instructions.
24. **Pit Wall & Grid Safety:** Only two personnel per competing car are allowed onto the pit wall. All personnel must follow Officials instructions without argument. The pit wall must be clear of all personnel for all race starts. No personnel are allowed on grid without prior permission. No person under the age of 16 may be allowed in pit lane and additionally any person or official under the age of 18 must either be supervised by an official of the meeting or a responsible adult.
25. **Paddock parking:** A plan showing the allocation of Paddock space will accompany the event Final Instructions. The organisers reserve the right to ask a competitor to move if they are not parked in the allocated area or reallocate on safety grounds. Refusal may result in disqualification from the event.
26. **Judges:** Judges of fact, will be appointed to adjudicate on track limits, noise, false/jump starts, finishing order, crossing a penalty line and flag contraventions. A Driving Standards Observer will be appointed and notified in the event Final Instructions.



27. **Awards:** There will be an award for each overall race winner plus second and third overall. Subject to a minimum of three starters in there will be an award for each class winner. Race winners' awards will be presented on the podium or in accordance with the Championship/Series Chairs wishes. Class awards will be presented as detailed in Event Final Instruction. All those not collected at the meeting will be forfeited.
28. **Silencing:** All cars must be fitted with a silencer and comply with their championship and MSUK Regulations J5.17.2 J5.17.8 notwithstanding, unless stated otherwise within the event Final Instructions.
29. **Nominated drivers:** Driver nominations may be deferred but under no circumstances may a driver compete without signing the appropriate indemnity declaration. MSUK regulation D 13.1
30. **Race results:** Will be based on finishing order determined by the Chief Timekeeper and/or judges of fact. Competitors are reminded of MSUK Regulation Q12.8.1 'At all times throughout the event competing vehicles shall be fitted with a working Timing identification module (i.e., Transponder).'
31. **Results:** Provisional results will be posted via e-mail or SMS text to competitors as soon as practical after each practice or race. Protests must be made in accordance with MSUK regulations C5.1 – 5.7
32. **Cameras:** It is recommended to have forward and rear facing cameras. Any cameras fitted should be approved as part of the scrutineering process
33. **Paddock surface:** It is forbidden to hammer pegs or stakes into any tarmac surface or deposit fuel, oil or chemical substances onto any tarmac surface in the paddock area. Any person damaging the surface may be excluded from the Event and the Competitor shall be subject to pay immediately liquidated damages of £1000.
34. **No markings:** Are to be made on the Circuit or paddock surfaces, the pit lane and pit garage floors.
35. **Roadways and the firelanes:** In the paddock area are kept clear at all times. Any vehicle parked in these areas to be towed away.
36. **All waste oil:** Must be placed in the containers provided and all used tyres and fuel containers must be removed from the site for safe and legal disposal.
37. **Competitors:** Must not wash vehicles so as to cause an undue nuisance or partial flooding of the Venue or any part thereof.
38. **If oil or any other substance:** Likely to cause danger to others or to the track surface is being dropped from any vehicle the competitor must ensure that the vehicle is stopped immediately.
39. **MSV may seek damages:** From the competitor in the event of an excessive cleaning-up operation caused through bad preparation or negligence.
40. **All vehicles taking part in the Event:** Must comply with the current noise limits imposed by the relevant Governing Body, as measured in accordance with the procedures contained in the Regulations.
41. **STORAGE AND USE OF PETROLEUM SPIRIT**
 - 41.1 A maximum of 25 litres of fuel can be stored inside each garage, at any one time.
 - 41.2 All petroleum spirit must be stored in appropriate fuel containers complying with all relevant safety standards, away from any source of ignition.
 - 41.3 All containers must be indelibly marked; "Petrol - Highly Flammable.



- 41.4 All empty containers must be removed from the venue after the event.
- 41.5 Generators should be powered by diesel and used in the open air.
- 41.6 Appropriate fire extinguishers must be readily accessible near any fuel store or refuelling activity.
- 41.7 Personnel must be trained and wear appropriate fire retardant personal protective equipment (PPE), before using petrol; especially when refuelling. 1.8 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;
- 41.8.1 Petroleum spirit – Highly flammable
- 41.8.2 No smoking and remove all ignition sources
- 41.8.3 Switch off engine
- 41.8.4 Open all doors and shutters – Good ventilation required
- 41.8.5 Check location of your nearest fire extinguisher
- 41.8.6 Maximum 25 litres of fuel stored in this garage
- 41.9 A no smoking ban and no ignition sources in the vicinity must be enforced by the person in charge of the refuelling process.
- 41.10 A vehicle must be cooled before refuelling.
- 41.11 Drivers and passengers must be outside a vehicle during refuelling and it's recommended all personnel stand a minimum 3m away.
- 41.12 When refuelling is in process a second person must be nearby, ready with a fire extinguisher.
- 41.13 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.
- 41.14 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.

42 HAZARDOUS SUBSTANCES

- 42.1 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.
- 42.2 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.
- 42.3 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).



42.4 Personnel must be suitably trained and wear appropriate personal protective equipment (PPE), before using any COSHH substances. 2.5 The requirements of the Control of Substances Hazardous to Health Regulations 2002 (COSHH) (as amended) must be complied with.

43. ELECTRICAL SAFETY

43.1 All portable electrical equipment must be maintained in a safe condition and hold a valid Portable Appliance Test (PAT) Certificate.

43.2 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.

43.3 All electrical equipment to be used externally should be weatherproof.

43.4 Only British Standard UK plugs or adaptors permitted in site sockets, no overloading of circuits, particularly in the pit garages.

43.5 Hand tools should preferably be of the “double insulated” or “all insulated” type, as these provide valuable protection against electric shock.

43.6 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.

43.7 The Electricity at Work Regulations 1989 must be complied with, or any deviations documented.

44. FIRE PRECAUTIONS

44.1 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.

44.2 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.

44.3 Barbecues and cooking equipment are prohibited in pit areas, including garages.

44.4 Fire extinguishers must be annually serviced or inspected, with the date displayed on the bottle, for checking.

44.5 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.

44.6 Fire lanes, roadways and hatch markings to be kept clear at all times.

44.7 Ensure safe access and egress is available in and around team areas, this includes the provision of adequate lighting levels for evacuation purposes.

44.8 Catering outlets should hold a minimum of one fire blanket and an additional appropriate fire extinguisher.

44.9 Fire extinguishers should not be removed from any fire points unless they are to be used on a fire.

44.10 All fires must be reported immediately to an official, marshal or other member of staff, even if extinguished.



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

45. WORKING AT HEIGHT

- 45.1 Personnel are encouraged to work at ground level where at all possible.
- 45.2 Personnel working at height must be protected from falling eg. trained using harnesses and ropes, or handrails.
- 45.3 All working at height must be well planned and supervised with safe systems of work followed.
- 45.4 Reassess working at height safe working practices during adverse weather conditions.
- 45.5 No one should work underneath those working at height.
- 45.6 Appropriate non-slip footwear and personal protective equipment to be worn.
- 45.7 No one is permitted to spectate from a truck roof, tail lift, generator, waste bin, or other infrastructure on site.
- 45.8 Manufacturer's guidance to be followed when using ladders, step ladders and all working at height equipment.
- 45.9 Domestic ladders or step ladders must not be used on site, only commercial ladders and step ladders.
- 45.10 All ladders, step ladders and any equipment must be checked for damage and removed from use where faulty.
- 45.11 The Working at Heights Regulations 2005 must be adhered to.

46. VEHICLE SAFETY

- 46.1 A maximum 10 mph speed limit is in force on site for all vehicles, including bicycles, where permitted.
- 46.2 Public (and children) are permitted in working paddock areas, therefore drivers/riders must take extra care in these tight localised areas.
- 46.3 Venue signage must be adhered to.
- 46.4 All vehicles ridden or driven on site must be road worthy and covered by a valid third-party insurance (including when riding all mopeds, scooters and quad-bikes).
- 46.5 All personnel using vehicles on site must hold the relevant current UK driving license (or equivalent).
- 46.6 Helmets must be worn by those riding scooters and mopeds outside the paddock and pits. It is MSVs recommendation that helmets are worn at all times riding around site.
- 46.7 All vehicles must at all times, keep to the marked roads when moving around the Venue.



- 46.8 Tail lifts must never be left in the middle position; they must either be fully lowered or closed after loading/unloading.
- 46.9 Children are not permitted to ride scooters at any time, or be carried as passengers.
- 46.10 Mobile phones must not be used whilst riding or driving.
- 46.11 Keys must be removed from the ignition of all vehicles when parked or not in use.
- 46.12 Riders or passengers on scooters or motorbikes must not carry unsecured loads.
- 46.13 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).
- 46.14 Vehicles must be driven or ridden as per manufacturers 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).
- 46.15 Breaches to this guidance may result in vehicle keys being taken and vehicles confiscated until teams leave site.

47. COMPRESSED GAS EQUIPMENT

- 47.1 Explosions from over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- 47.2 All airlines should be in good condition, well maintained and be inspected regularly.
- 47.3 Always stand clear when inflating tyres and wear protective eye wear.
- 47.4 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.
- 47.5 Compressed gas cylinders should be stored safely, in a well ventilated, upright positions, in accordance with the relevant working practices and legislation.
- 47.6 The requirements of the Pressure Systems Safety Regulations 2000 must be complied with on site.

48. JACKS AND AXLE STANDS

- 48.1 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.
- 48.2 Jack vehicles only on level undamaged ground.
- 48.3 Use the hand brake and chocks to stop the vehicle moving.
- 48.4 Vehicle engines should not be run whilst the weight of the vehicle is supported.
- 48.5 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.
- 48.6 Lifting Operations and Equipment Regulations 1998 (LOLER), and Provision and Use of Work Equipment Regulations 1998 (PUWER), must be adhered to.



49. GENERAL WORKING PRACTICES

- 49.1 All working areas should be kept clean and tidy and any waste should be removed regularly and placed in the containers provided.
- 49.2 All spillages should be cleaned up immediately.
- 49.3 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.
- 49.4 Whenever vehicle engines are being run, adequate ventilation must be ensured.
- 49.5 Pathways and roads should not be obstructed by storage boxes, vehicles or kit.
- 49.6 All site safety notices must be complied with.
- 49.7 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.
- 49.8 Personnel under the age of 16 are not allowed in the pits area or pit lane.
- 49.9 Drones are prohibited from site (unless flown by a professional operator with CAA permission, insurance and pre-authorisation paperwork signed by the Circuit Manager).

50. NOISE

- 50.1 Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- 50.2 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.
- 50.3 It is recommended ear protection is worn when working in pits lanes and in pit garages, where particularly high levels of noise are recorded.
- 50.4 Where any person is at work the requirements of the Noise at Work Regulations 2005, must be complied with.

51. MANUAL HANDLING OF LOADS

- 51.1 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.
- 51.2 All manual handling lifting should be well planned and safe, with the weight of loads being lifted known.
- 51.3 Where any person is at work the requirements of the Manual Handling Operations Regulations 1992 must be complied with.

52. WASTE

- 52.1 All waste oil must be placed in the containers marked "waste oil."
- 52.2 Waste tyres and empty petrol/oil containers should not be left at the Venue.
- 52.3 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.
- 52.4 Your attention is drawn to the requirements of the Environmental Protection Act 1990.



53. FIRST AID

53.1 Any person sustaining an injury or feeling unwell should seek treatment from the onsite emergency services.

53.2 To call the first aid or emergency services contact any official or member of the venue management.

54. PUBLIC SAFETY

54.1 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.

54.2 Personnel should exercise particular caution when the paddock is busy and during pits and track walkabouts.

55. INCIDENT REPORTING

55.1 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.

56. TEMPORARY STRUCTURES

56.1 All temporary structures 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.

56.2 Structural plans and weight loading calculations must be known and adhered to during build and breakdown activities.

56.3 Emergency procedures to be devised and staff trained on them eg. how and when to close a structure down safely in high winds.

56.4 Competent supervisor to sign-off the structure before it is used by members of the public or MSV staff.

57. TRACK REGULATIONS AND GOVERNING BODIES REGULATIONS

57.1 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.

58. Disqualification: The Club reserves the right to disqualify in addition to any MSUK regulation any competitor or entrant who allows any team member or invited guest to act in contravention of any law or statute in force, or what in its absolute discretion it views as being anti social behavior. The Club may also require that such a team member or invited guest be asked to leave the venue immediately.

59. Race stoppages: In the event that a race has to be stopped by the use of the red flag then Motorsport UK regulations will be followed with regard to any restart which may be undertaken. However, in the event that any race has to be stopped then the Clerk of the Course reserves the right to send the race concerned back to the paddock and only undertake a further restart at the end of the day if time permits.

60. These Regulations: Should be read in conjunction with the race meeting entry form. Final instructions will be issued approximately two weeks before a race meeting with race meeting and circuit specific instructions and information.