



FINAL INSTRUCTIONS

22nd May 2021

BRSCC MALLORY PARK RACE DAY

1.35 Miles (2.17km)

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

RACE ADMIN SUPPORT: 01732 795 192
Race Secretary email: midlands@brscc.co.uk

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

Entry Enquiries: Liz Goodrich

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

1 Permits

This event will be held under the following Motorsport UK Permit numbers:

Interclub **119906**

This event is **NCAFP** permitted

2 Officials

Motorsport UK Steward	Ian Moore
Club Stewards	Brian Commons, Trevor Parry
Senior Clerk of the Course	Luke Souch
Clerk of the Course	Kelly Williams-Janes, Paul Levitt
Probationary Clerk of the Course	Paul Stoner
Secretary of the Meeting	Rita Ashman, Lucy Ashman
Chief Scrutineer	Bob Bassett
Chief Medical Officer	Dr Ali Hussain
Chief Timekeeper	Peter Knight
Chief Marshal	Alan Tyson
Covid-19 Officer	Alan Tyson
BRSCC Safeguarding Officers	Liz Goodrich, Esther Crook

3 Passes

Your tickets have been posted to you. Please note that spectators will be allowed for this event, but the paddock will remain closed and for competitors and officials only.

4 Venue Access

Access to the paddock will be from on Friday 24th 07:00. Competitors testing on Friday can access the circuit on Thursday evening. Competitors must vacate the paddock by 21.00 on Saturday 25th.

If you are testing on Friday, your Saturday competitor ticket will grant you access to the venue.

5 Health & Safety

At all times whilst in the confines of the venue competitors should comply with the Circuit and Club Safety Guidance Notes printed further on in this instructions.

COVID-19 OFFICER

Note that COVID-19 Officer, clearly identifiable in red tabards, will be patrolling the paddock to ensure that all Motorsport UK and UK Government guidelines are adhered to. These Officers will be judges of fact and will report any concerns to the Clerk

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of the Course. Breaches of guidelines may result in disqualification and the Competitor(s) being asked to leave the venue.

Covid regulation breaches and penalties

In the event that an individual fails to comply with COVID-19 mitigation requirements:

- In the first instance, the nominated officials (Judges of Fact) in conjunction with the COVID-19 Officer will give a gentle reminder.
 - Continued transgressions will result in the COVID-19 Officer bringing the report to the Clerk of the Course and Motorsport UK, and may result in a penalty being applied:
 - o A Formal Warning will be given for the second reported transgression and this may attract a penalty of two points as per Motorsport UK regulations C2.1.5 and C2.1.7
 - o Followed by removal from the event for further transgression. The matter will also be reported to Motorsport UK.
- Please remember that our officials do not wish to remind anyone of the need to comply. Any abuse towards Event Officials will not be tolerated.

6 Pit & Paddock Areas

Please see the Paddock Plan in Section 24. Please ensure that you do not park across the emergency lanes. Any competitor/team that have stationed themselves in the incorrect place in the paddocks and has refused to move when asked by a BRSCC official may be reported to the Clerk of the Course.

6.1 Engine/Noise Pollution

Engines must not be run before **09.00hrs** or after **18.00hrs** on the day of the meeting. It is forbidden to start the engine of any competing car in the Pits and Paddock area at any time whatsoever on the day immediately before the date of the meeting. Circuit Security Contractors are empowered by the organisers to strictly enforce this regulation.

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; any scrap vehicle parts including tyres must be removed from site.
- (c) Any person damaging the surface or services beneath the paddock area may be disqualified from the meeting and the circuit operators may take additional action to recover damages.
- (d) 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.

6.3 Pit Lane

- (a) 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.
- (b) Please observe the pit lane speed limit which is **50kph**.
- (c) Refuelling in the pit lane is not permitted unless stated in the Championship/series Regulations.
- (d) Children under the age of 16 years are not permitted in the pit lane area.
- (e) Smoking is not permitted in the pit lane.
- (f) Only ONE personnel per car are allowed on the pit wall during any track session.
- (g) Face coverings must be worn in the pit lane (no exceptions)

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.

7 Signing On For Competitors

- 7.1 Competitors will not sign-on at the meeting having previously completed the self-declaration form, however, competitors must bring all the appropriate documentation as spot checks will be made during the race meeting.
- 7.2 Drivers are reminded that licences and medicals must be valid, bearing a recent photograph and be signed by the driver.

Upgrade cards will not be signed at the event, competitors wishing to upgrade their licence should contact Motorsport UK directly and provide documentation proving their finishing position.

- 7.3 It is the responsibility of the driver to bring all the appropriate documentation at the event.

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8 Scrutineering

Please Ensure that you have completed the self-declaration scrutineering form online.

Visual scrutineering will be conducted before noise testing. Random checks will be made during the event. It is the competitor's responsibility to bring all the appropriate documents to the event.

Noise testing will take place in the Assembly area before Qualifying.

9 Eligibility

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

10 Briefings

Drivers briefings will be done by pre-recorded videos, or by written briefing notes. The clerk of the course may request an face to face, socially distanced briefing. Competitors will be contacted accordingly.

There will be a mandatory in-person drivers briefing for Caterham Academy drivers, taking place in the Briefing Room. This will take place at 09:00 for the Green Group and 09:30 for the White Group.

11 Qualifying / Grids

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. Drivers should go to the assembly area 20 minutes before published time and then, when directed by the course marshal, they should proceed onto circuit.

Grids will be formed as per Championship/Series Regulations and according to the terms of the Circuit Licence.

Track Attack Groups

Track Attack competitors will be split into three groups; A, B and C.

The fastest 12 cars in qualifying will be in Group A, the next 12 Group B and the next 12 Group C.

12 Circuit Access

Access to the Circuit will be via the Assembly Area.

13 Race Start Procedure

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 they pass the Finish Line after the time has elapsed.

13.1 Standing Start

All races will have a Standing Start. All cars will be lined up in grid order in the Assembly Area. The lap of the circuit from the Assembly Area to the grid will constitute the Green Flag Lap. Once the Green Flag lap is completed and all cars are on the grid the 5 Second Board will be displayed. The red lights will then be switched on. Between 2 and 7 seconds, the red lights will be switched off, signalling the start of the race.

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 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.

Northern & Super Classic Formula Ford Championship:

Should the Safety Car be deployed in a Northern Formula Ford race, at the discretion of the Clerk of the Course, 5 minutes will be added to the scheduled 15 minutes race duration. This time addition will only be implemented once per race. A second Safety Car intervention will not have any further time added to the race duration.

13.3 Green Flag

Should there be a change in weather conditions which would necessitate an additional green flag/pace lap, then at the

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discretion of the Clerk of the Course, the race duration will commence at the start of the second green flag/pace lap.

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

- 15.1 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 at the Esses bend, returning to Parc Fermé as required.
- 15.2 At the end of your race, presentations will be carried out 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 Secretaries office.

15 Judicial

Breaches of driving standards will be firmly dealt with. If the Clerk of the Course wishes to view evidence from the TV production company, any competitor's personal in-car camera, and/or data logging evidence in order to assist with his enquiry into a breach of driving standards he may order that the results remain provisional and he may take judicial action at a later date. However, the use of video evidence and/or data logging evidence is at the sole discretion of the Clerk of the Course.

In accordance to post-lockdown Covid-19 guidelines, all judicial procedures undertaken will be done electronically. Penalties and decisions from the Clerk of the Course will be announced verbally, over the phone or in face-to-face meetings if the facilities permit it and then sent electronically. Competitors will be required to wear face masks and follow our guidelines when attending any interview with Clerks of the course.

Protests and appeals must also be submitted electronically and emailed to the secretary of the meeting. The protests and appeal form is available on Motorsport UK's website (<https://www.motorsportuk.org/resource-centre/document-library/>) or on the BRSCC Event page (<https://brsc.co.uk/events/mallory-park-race-day-may-2021/>) Fees related to protests and appeals must be paid to Motorsport UK by calling 01753 765 000.

16 Judges

Judges may be appointed in accordance with Motorsport UK Regulation [Q 3&4]

17 Stop & Go Drive Through Penalties

The Clerk of the Course reserves the right to impose a 'Stop/Go Penalty / Drive Through penalty' in accordance with Motorsport UK Regulation [Q 12.6].

18 Social Media

Please take time to read the Motorsport UK's guidelines on Social Media which can be found at <https://www.motorsportuk.org/wp-content/uploads/2019/08/Motorsport-UK-Social-Media-Policy-and-Guidance.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.

19 Track Regulation

We draw your attention to a new Motorsport UK Regulation, Q12.21.4, which states "Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of the Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned.

20 Race Day Information

All practice times, grid sheets, provisional results and official bulletins, etc. will be posted on the TSL event page and BRSCC virtual Notice Board.

TSL: <https://www.tsl-timing.com/event/212031>

BRSCC Virtual Notice Board: <https://brsc.co.uk/events/mallory-park-race-day-may-2021/>

21 Video Equipment

Video equipment must be fitted to the vehicle prior to scrutiny and the scrutineer must be advised.

22 Special Circuit Notes

(a) Paddock

The roadways within the Paddock Area must be kept clear of all vehicles at all times.

(b) Noise

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All vehicles using the circuit must comply with any noise emission regulations which may be in force at the time, as laid down by Motorsport UK or The Hinckley and Bosworth Borough Council. The circuit operator reserves the right to reduce these noise limits if, in their opinion or the opinion of the Hinckley and Bosworth Borough Council, it is considered necessary to do so.

(c) Illegal Driving

All competitors are reminded that they are liable to disqualification 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.

(d) Pit Signalling Wall

This must be kept clear of all team personnel at the start of each race until all cars have entered Gerards corner on the first lap.

(e) Fuel Station

The circuit fuel station will be open from 08.30 on the day of the meeting. It is situated in the Paddock next to the Scrutineering Bay.

(f) Track Limits

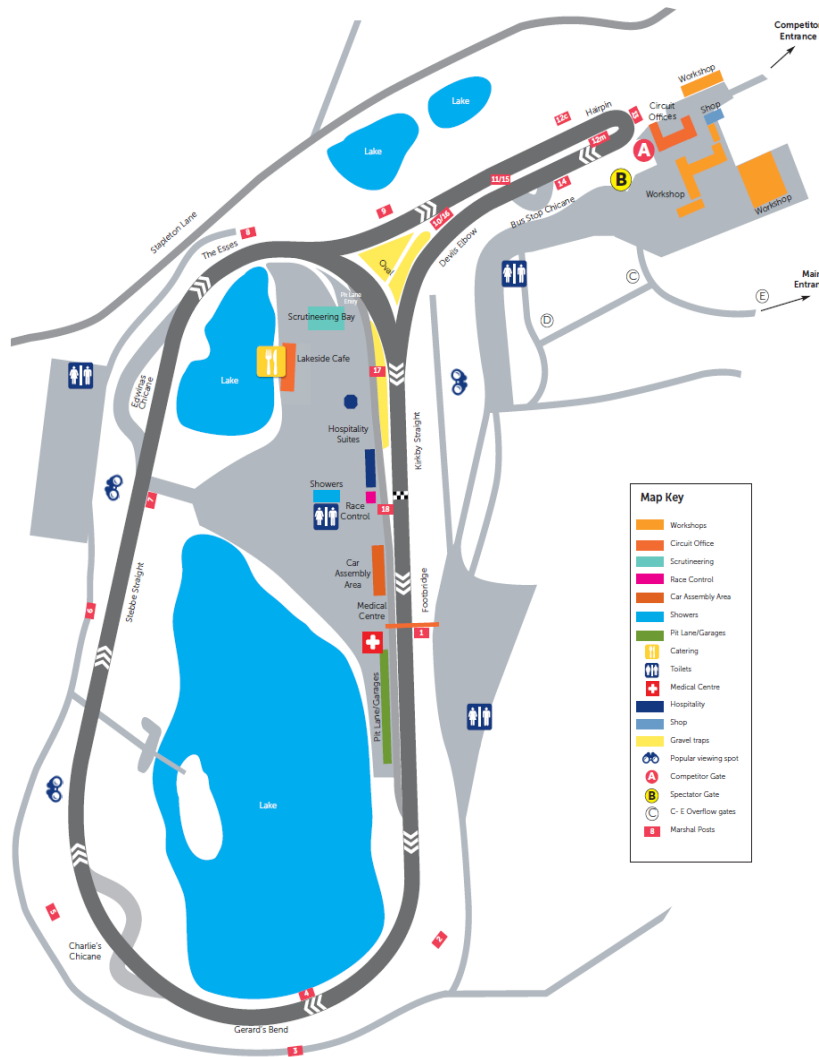
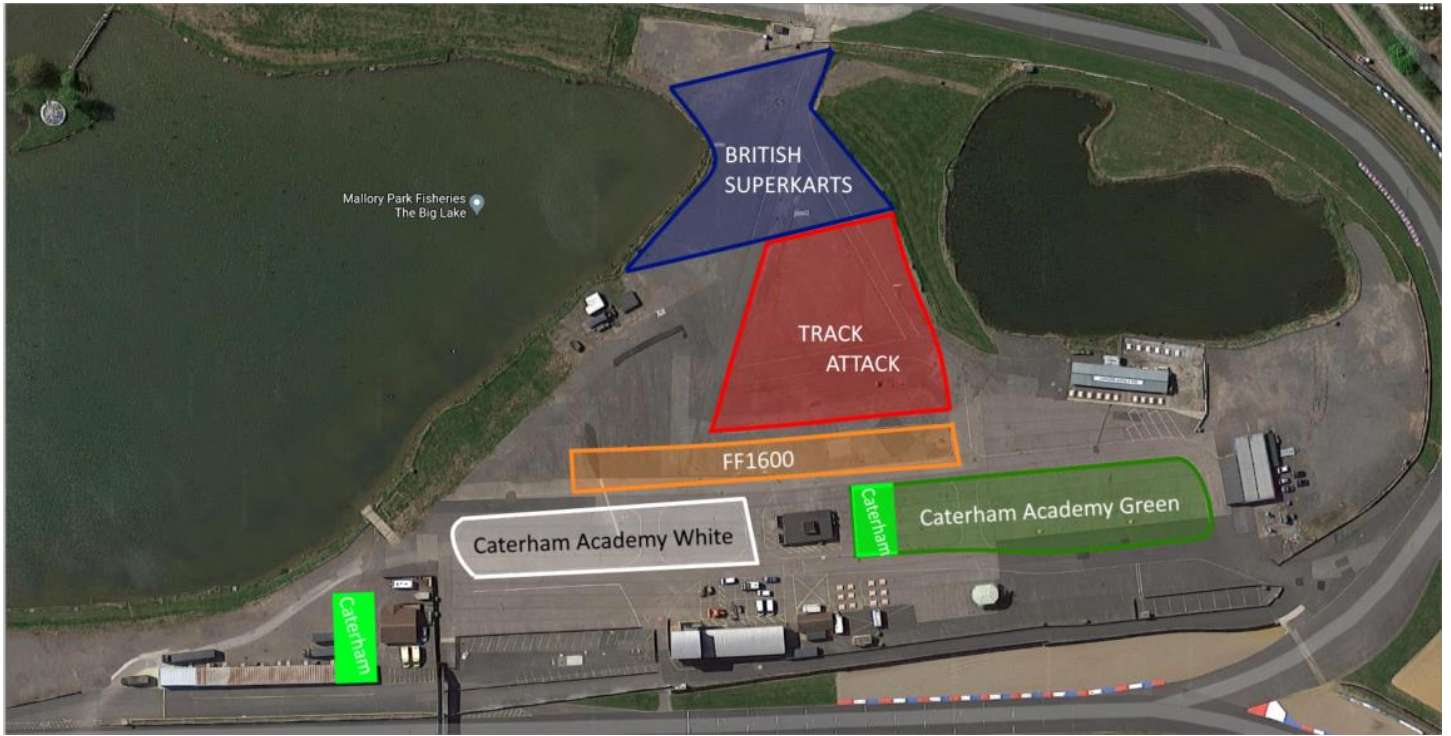
Competitors should be aware that specific guidance has now been issued by the Motorsport UK regarding the penalties to be applied for drivers breaching track limits. These are as follows:

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

Track limits infringements during qualifying may result in the competitors times being disallowed.

In accordance with Motorsport UK regulations Q12.21.2, track limits will be monitored as noted below:

Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt: (a) The white lines defining the track edges are considered to be part of the track. (b) A driver will be judged to have left the track if any wheel of the car goes completely beyond either the outer edge of any kerb or the white line where there is no kerb. Penalties for transgressions will be in accordance with Q12.22.1, as noted below: Q12.22.1 Breaches of Q12.21.2 may be penalised using the following: (a) In qualifying if the lap on which the breach occurred is faster than any previous lap then that lap time should be disqualified. Note should be made on the result sheet of any times disqualified. (b) During races the following scale of penalties should be applied: 1st breach – no penalty 2nd breach - warning flag 3rd breach – 5 second penalty added to race time 4th breach – 10 second penalty added to race time 5th breach – drive through penalty (12.26.(h)) 6th breach – black flag Where applicable, lap times during practice will be removed in accordance with Q12.27 as below: Q12.27 The Clerk of the Course and/or the Stewards of the Meeting may disallow a lap time/times for contravention of the Regulations during qualifying.



25 Directions



Mallory Park is situated in the village of Kirkby Mallory, just off the A47, between Leicester and Hinckley. There is easy access by road and all major cities are in reach. Look for the brown tourism road signs, including those which bring you direct from junction 21 of the M1.

Leicester - 8 miles (A47)

Birmingham - 30 miles (M6, M69 junction 1, A5)

Coventry - 12 miles (M69 junction 1, A5)

Derby - 30 miles (M1 Junction 21, A47)

London - 95 miles (M1, junction 21, A47)

Manchester - 90 miles (M6, M69 junction 1, A5)

Northampton - 30 miles (M1, junction 21, A47)

Sheffield/Leeds - 90 miles (M1, junction 21, A47)

The nearest railway station is at **Nuneaton** (01162-481000)

26 Health & Safety Guidance Notes for use by Entrants and Competitors

1. Storage and use of Petroleum Spirit

- 1.1 All petroleum spirit must be stored in metal containers complying with the relevant British Standard, away from any source of ignition.
- 1.2 All containers must be indelibly marked - "Petroleum Spirit - Highly Flammable".
- 1.3 All empty containers must be removed from the venue after the event.
- 1.4 Petrol is to be used as fuel only and not for any other purpose.
- 1.5 Generators should be powered by diesel.
- 1.6 Personnel must be suitably trained and wear appropriate personal protective equipment (PPE), before using petrol.
- 1.7 All vehicle refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.
- 1.8 Your attention is drawn to the Petroleum (Consolidation) Act 1928 and the Petroleum Spirit (Motor Vehicles) Regulations 1929, The Control of Hazardous to Health Regulations 2002 (and amendments) and the Regulatory Reform (Fire Safety) Order 2005 must be complied with.
- 1.9 Competitors and entrants are reminded to check Final Instructions for fuel availability at the circuit. If it is available then it will not be necessary to carry large quantities of fuel inside vehicles.

2. Hazardous Substances

- 2.1 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

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asbestos dust getting into the air.

- 2.2 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.
 - 2.3 Various other substances may cause disease or ill health even after very short exposures. 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).
 - 2.4 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.
 - 2.6 The Championship Regulations must always be complied with when selecting vehicle parts.
- 3. Electrical Safety**
- 3.1 All electrical equipment must be maintained in a safe condition and hold a valid Portable Test (PAT) Certificate.
 - 3.2 Extension leads and cables should be flexible and not of semi-rigid cable of the type used for household wiring. Neoprene covered cable will resist damage by oil.
 - 3.3 All electrical equipment to be used externally should be weather proof.
 - 3.4 Only British Standard UK plugs or adaptors permitted in site sockets and 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 Smoking is prohibited in all enclosed areas, including without limitation in the pit garages and in the pit lane.
 - 4.2 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.
 - 4.3 Fire lanes and roadways to be kept clear and not blocked.
 - 4.4 Ensure safe access and egress is available in and around team areas, this includes the provision of adequate lighting levels.
 - 4.5 The lighting of barbecues is prohibited in the paddock and pits area.
 - 4.6 All teams should carry a suitable fire extinguisher in accordance with the relevant Governing Body regulations.
 - 4.7 Fire extinguishers should not be removed from fire points unless they are being used on a fire.
 - 4.8 All fires must be reported immediately to an official or member of the venue management.
 - 4.9 Teams are encouraged to train their members in the correct use of fire extinguishers.
 - 4.10 All fire notices and orders to evacuate must be complied with.
 - 4.11 The requirements of the Regulatory Reform (Fire Safety) Order 2005 must be complied with.
- 5. Working at Height**
- 5.1 Teams are encouraged to work at ground level where at all possible.
 - 5.2 Only well trained competent personnel to work at height.
 - 5.3 Personnel working at height must be protected from falling e.g. Using a harness and ropes or handrails.
 - 5.4 All working at height must be well planned and supervised with safe systems of work followed.
 - 5.5 Reassess working at height safe working practices during adverse weather conditions.
 - 5.6 Team members shouldn't work underneath those at height unless wearing head protection.
 - 5.7 Appropriate non-slip footwear and protective equipment to be worn.
- 6. Compressed Gas Equipment**
- 6.1 Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturer's recommendations.
 - 6.2 All airlines should be in good condition and be inspected regularly.
 - 6.3 Always stand clear when inflating tyres and wear protective clothing.
 - 6.4 Compressed gas cylinders to be used by well trained personnel only and no under 16 yr olds. Any form of horseplay involving compressed air or gas is prohibited.
 - 6.5 Compressed gas cylinders should be stored in accordance with the relevant working practices and legislation.
 - 6.6 Where any person is at work the requirements of the Pressure Systems Safety Regulations 2000 must be complied with.

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7. Jacks and Axle Stands

- 7.1 Vehicles should only be raised on jacks and supported by axle stands which are in good condition, well maintained and rated to lift the vehicle weight safely.
- 7.2 Jack vehicles only on level, undamaged floors.
- 7.3 Use the handbrake and/or chocks to stop the vehicle moving by supporting the wheels.
- 7.4 Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
- 7.5 Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.
- 7.6 Follow manufacturer's guidance for using and maintaining equipment. Thorough examination and testing require every 6 months minimum, with regular inspections and checks when used.
- 7.7 Lifting Operations and Equipment Regulations 1998 (LOLER) and Provision and Use of Work Equipment Regulations 1998 (PUWER), must be adhered to.

8. General Working Practices

- 8.1 All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
- 8.2 All spillages should be cleaned up immediately.
- 8.3 Trailing cables, wires and hoses should not be allowed to create a trip hazard, use cable matting or tape them safely, where possible.
- 8.4 Whenever vehicle engines are being run, adequate ventilation should be ensured.
- 8.5 Pathways and roads should not be obstructed by storage boxes, vehicles or kit.
- 8.6 All safety notices must be complied with.
- 8.7 Any person carrying out any work must ensure that they adopt safe working practices at all times and comply with any relevant statutory provisions and/or published guidance.
- 8.8 Persons under the age of 16 are not allowed in the pits or pit lane.
- 8.9 Tailgates on Transporters must remain closed at all times except when equipment is being loaded/unloaded.

9. Noise

- 9.1 Exposure to excessive noise may result in hearing loss or other complaints. These may be short term or, after repeated exposure, permanent.
- 9.2 All persons should avoid being exposed to excessive noise and where this is unavoidable, they should wear ear plugs or defenders to the appropriate British Standards.
- 9.3 It is recommended ear protection is worn when working in pit lanes and in pit garages, where particularly high levels of noise are recorded.
- 9.4 Where any person is at work, the requirements of the Noise at Work Regulations 1989 must be complied with.

10. Manual Handling of Loads

- 10.1 Lifting, carrying and propelling loads by bodily force are a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.
- 10.2 All manual handling lifting should be well planned and safe, with the weight of loads being lifted known.
- 10.3 Where any person is at work, the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

11. Waste

- 11.1 All waste oil must be placed in containers marked "Waste Oil" located in the facility room at the rear of each Pit Garage Block.
- 11.2 Waste tyres and empty petrol/oil containers should not be left at the venue.
- 11.3 Teams and competitors are urged to take any other form of waste with them when they leave the venue, or leave it in the refuse containers provided.
- 11.4 Your attention is drawn to the requirements of the Environmental Protection Act 1990.

12. Vehicle Safety

- 12.1 A maximum 10 mph speed limit is in force in all public areas including paddocks and service roads. This applies to all vehicles including mopeds and motorcycles, with the exception of emergency vehicles attending an incident.
- 12.2 Public members (and accompanied children) are permitted in working paddock area; therefore drivers are requested to take extra care on these tight localised areas.
- 12.3 Venue signage must be adhered to.
- 12.4 Persons riding mopeds and motorcycles up to 125cc must have a current UK provisional driving licence or its international equivalent.
- 12.5 Persons riding motorcycles over 125cc must have a current full UK motorcycle licence or its international equivalent.

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- 12.6 Any motorcycle, moped, scooter or other such bike/trike/quad must be ridden with all due care, the rider must have an appropriate helmet, and the vehicle must be road-legal, taxed and insured. There will be no access outside the Paddock Area. They may only be used within circuit grounds on official race team business. Recreational use is strictly prohibited.
- 12.7 Motorcycles should not be ridden in spectator areas.
- 12.8 Vehicles must be driven or ridden as per manufacturer's instructions and with the set amount of passengers.
- 12.9 All vehicles must at all times keep to the marked roads when moving round the venue.
- 12.10 Breaches to this guidance may result in vehicles keys being taken away and the vehicle being confiscated until teams leave site.

- 13. First Aid**
 - 13.1 Any person sustaining an injury or feeling unwell should seek treatment from the on site 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 Competitors and Entrants 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 Competitors and Entrants 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 must be constructed as per manufacturer's instructions, adhering to safe method statements and safe working practices, by competent, well trained personnel only.
 - 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 closing structure down in high winds.
 - 16.4 Competent supervisor to sign-off the structure before being used by public or circuit staff.

- 17. Governing Body Regulations**
 - 17.1 Competitors and Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these Guidance Notes should be read in conjunction with all other relevant regulations.