



BrandsHatch

Indy Circuit
1.208 Miles (1.944kms)

Final Instructions

30th – 31st October 2021

BRSCC Formula Ford Festival

This race meeting is organised by the British Racing & Sports Car Club Ltd (South-Eastern Centre), governed by the General Competition Rules of 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 EMAIL: Midlands@brscc.co.uk

1 Permit Numbers

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

Interclub **119911** National **119912**

This event is NCAFP permitted

2 Officials

Motorsport UK Steward	Chris Hobson
Club Stewards	Bill Shewan, Tony Johnstone
Senior Clerk of the Course	Andy Holley
Clerk of the Course	Paul Levitt, Andy Stevens, Ian Danaher, Peter Ritchie
Probationary Clerk of the Course	Andrew Roberts
Secretary of the Meeting	Rita Ashman, Lucy Ashman
Chief Scrutineer	Colin Barnett
Formula Ford Festival Eligibility	Mike Harris
Chief Medical Officer	Dr Clare Morden (Saturday), Dr Arun Castro (Sunday)
Chief Time Keeper	Sarah Evans
Chief Marshal	Tony Almond
BRSCC Safeguarding Officer	Esther Crook

3 Passes

Your e-tickets have been dispatched via email. Vehicle passes for paddock access will be in use. You will be able to collect those at the circuit on Thursday and Friday from your co-ordinator.

4 Venue Access

Competitors testing on Thursday can arrive at the circuit between **10:00 and 22:00 on Wednesday 27th October** and from **06:30 on Thursday**.

Competitors testing on Friday can arrive at the circuit between **06:30 and 22:00 on Thursday 28th October** and from **06:30 on Friday**.

Competitors not booked for testing will be able to access the circuit after between **18:30 and 22:00 on Friday** and from **06:00 on Saturday**.

Access to the venue is via the Main Entrance on Wednesday, Thursday and Friday. Access to the venue via Paddock Entrance on Saturday and Sunday.

5 Health & Safety

At all times, whilst in the confines of the venue, competitors should comply with the circuit and club guidance notes printed further on in these notes.

6 Pit & Paddock Areas

Ian Hardy will manage the paddock, he can be contacted on 07967 645988 or ihardy@hotmail.co.uk Please follow his instructions when in the paddock.

Garages have been allocated to AMOC (3 to 10) and to Mazda MX-5 SuperCup (11 to 30).

Please see the Paddock Plan in Section 24. **Any competitor/team who has stationed themselves in the incorrect place in the paddock and has refused to move when asked by a BRSCC or circuit official, may be reported to the Clerk of the Course.**

Please park private cars outside of the paddock area. This will assist in making the paddock a more spacious and pleasant working area for all competitors. Private vehicles can park in the “Yellow Car Park” or “Airfield Car Park”. The campsite will be available to competitors staying in their motorhomes overnight.

6.1 Engine/Noise Pollution

All competitors should note that noise testing will be carried out at this event. Engines must not be run **before 08:15 or after 18.45 on Saturday or before 09:15 or after 18:45 on Sunday**. Any team member found in breach of these times shall at the entire discretion of MSV, be removed immediately from the Venue and as such prevented from taking any further part in the Event.

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

6.2 Paddock

- (a) Waste oil should be removed from the venue or disposed of in the waste oil containers where provided.
- (b) All domestic rubbish must be placed in the bins provided; any scrap vehicle parts including tyres must be removed from the venue. Any cost incurred by the Club for removal of said items from the paddock, will be charged to the offending teams/competitors.
- (c) Under no circumstances must any paddock surface be broken in any way i.e. tent pegs/stakes etc; this includes damage caused by trailers. Fuel, oil or chemical substances must not be deposited onto any tarmac surface.
- (d) 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.
- (e) Please ensure that tail lifts are either closed or fully lowered such that they cannot be hit by passing vehicles/spectators.
- (f) No electrical cables may be run from the pit garages to other vehicles unless protected by a proprietary protective covering.

6.3 Pit Lane

- (a) 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 60kph.
- (c) Refuelling in the pit lane is not permitted unless allowed for in the Championship/Series Regulations.
- (d) **Only two personnel per car is allowed on the pit wall.**
- (e) Children under the age of 16 years are not permitted in the pit lane area.

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 and paddock area. No competitor may use a support vehicle in the pit road at any time unless authorised by a race official. Any misuse of “support vehicles” will be brought to the attention of the Senior Officials and appropriate action may be taken.

6.5 Use of Paddock Bikes, Scooters and Quad Bikes

Scooters/quad bikes/golf buggies/pushbikes (including electric bikes) must be used with care to prevent injury. They must only be used within paddock areas and in a safe manner, not at excessive speed and never at more than 10mph or recklessly. Paddock vehicles may only be used to carry equipment and should only carry one person (the driver).

All drivers must wear suitable protective clothing and carry no passengers. If any form of trailer is attached to such a vehicle it must be properly secured in line with manufacturer's requirements or recommendations.

The use of paddock vehicles is at the risk of the owner and/or driver and it is strongly recommended that such use be covered by suitable public liability/3rd party policy.

If you have a paddock accident within the venue you are likely to be held liable for it. All competitors acknowledge that any non-race vehicle used between paddock and pit lane is covered by PL/3rd party insurance.

BRSCC and MSV officials will be monitoring the driving standards of paddock vehicles and reserve the right to penalise individuals or teams for the unsafe handling of those vehicles.

6.6. Tail Lifts

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

7 Signing On For Competitors

- 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.

8 Scrutineering

There will be no pre-event scrutineering as the completed self-declaration form covers that. Checks will be made during the event at the discretion of the chief scrutineer. It is the competitor's responsibility to bring all the appropriate documents to the event.

All vehicles must be Noise tested prior to their first session on the circuit. Noise testing will be done prior to a vehicle entering the Assembly Area. Cars having failed or who have not been noise tested will NOT be admitted to the track.

FORMULA FORD FESTIVAL TYRE DECLARATIONS

During this event a maximum of 8 tyres, comprising 4 front and 4 rears, will be allowed for Kent competitors racing in the Pro Class. They will be nominated to each specific driver only. Competitors are responsible for declaring these tyres to the Eligibility Scrutineers via email to nationalff1600tyres@gmail.com before 8AM on SATURDAY 30TH OCTOBER 2021. Failure to comply with this may render the car ineligible for the event. The replacement of tyres is subject to the prior agreement of the Event Eligibility/Safety Scrutineer and a representative of Avon. Only tyres nominated for that event are permitted in the pit lane during official qualifying sessions and races. There will be no restriction on the number of tyres competitors racing in the Super Classic classes (A, B, C & D) can use.

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 Drivers Briefings

Drivers briefings will be done by written briefing presentation and in-person.

MANDATORY DRIVERS BRIEFING WILL TAKE PLACE AS BELOW:

- Formula Ford Festival, Heat 1 and 2 – 07:45 on Saturday in the Scrutineering Bay (outer paddock)
- Formula Ford Festival, Heat 3 and 4 – 08:15 on Saturday in the Scrutineering Bay (outer paddock)
- Mazda MX-5 Clubman Championship - 08:35 on Saturday in the Scrutineering Bay (outer paddock)
- Mazda MX-5 SuperCup - 09:25 on Saturday in the Mazda race Centre (located at the back of garages)
- Mazda MX-5 Championship – 10:15 on Saturday in the Scrutineering Bay (outer paddock)

11 Circuit Access

All competitors must access the circuit via the Assembly Area. Competitors located in the pits can access the assembly area via **Garage 1**. All vehicles must be Noise tested prior to their first session on the circuit at entry to the assembly area. Cars having failed or who have not been noise tested will not be admitted to the track.

12 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 times and then, when directed by the course marshal, they should proceed onto the circuit via the pit lane.

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

FORMULA FORD FESTIVAL

A) Heats

There will be four Heats. Grids for each Heat will be formed by the qualifying session times specific to that Heat. Should entries exceed or fail to attain the numbers required for the four Heat system at the closing date, the BRSCC reserves the right to change the format of the competition. The first 12 classified finishers in each heat will directly qualify for the Semi-Finals.

B) Progression Races

The grids will be formed as follows:

- Pole position in Progression Race 1 will be taken by the 13th placed competitor in the fastest* heat
- Pole position in Progression Race 2 will be taken by the 13th placed competitor in the 2nd fastest* heat
- 2nd position on the grid for Progression Race 1 will be taken by the 13th placed competitor in third fastest heat
- 2nd position on the grid for Progression Race 2 will be taken by the 13th placed competitor in slowest heat
- 3rd position on the grid for Progression Race 1 will be taken by the 14th placed competitor in the fastest heat
- 3rd position on the grid for Progression Race 2 will be taken by the 14th placed competitor in the in the second fastest heat
- 4th position on the grid for Progression Race 1 will be taken by the 14th placed competitor in the third fastest heat
- 4th position on the grid for Progression Race 2 will be taken by the 14th placed competitor in the slowest heat

And so on until both progression races have grids up to a maximum of 30 cars.

The first 6 classified finishers in each of the progression races will go through to the Semi-Finals as outlined below.

Should any car not finish their heat, they will be placed on the grid in reverse order of retirement subject to grid places being available. Once the grid reaches 30, all remaining cars will be nominated as reserves. **Don't un-belt or vacate your car if you are a Reserve. You may still get a race if there is a red flag in the first couple of laps resulting in a re-start.**

* The faster Heat, Progression Race or Semi Final is defined by the 1st placed drivers total race time taken to complete the designated number of laps. Should a Heat or Semi Final be red flagged this will automatically be the slower Heat or Semi Final. Should all or two heats and both Semi Finals be red flagged, then the Heat or Semi Final with the longest distance achieved by the 1st placed driver according to the classified results will be deemed to be the faster Heat or Semi Final. Should this result in a tie the Clerk of the Course will make a decision based on fastest laps achieved by each leading driver.

C) Semi Finals

There will be 2 Semi Finals, with the first 12 classified finishers in each progressing directly to the Final. Grids for the Semi Finals will be formed using the Race Classification from the four Heats and Progression Races as follows.

Semi Final 1			Semi Final 2		
Pole	Fastest Heat	1 st	Pole	2 nd Fastest Heat	1 st
2	3 rd Fastest Heat	1 st	2	4 th Fastest Heat	1 st
3	Fastest Heat	2 nd	3	2 nd Fastest Heat	2 nd
4	3 rd Fastest Heat	2 nd	4	4 th Fastest Heat	2 nd
5	Fastest Heat	3 rd	5	2 nd Fastest Heat	3 rd
6	3 rd Fastest Heat	3 rd	6	4 th Fastest Heat	3 rd
7	Fastest Heat	4 th	7	2 nd Fastest Heat	4 th
8	3 rd Fastest Heat	4 th	8	4 th Fastest Heat	4 th
9	Fastest Heat	5 th	9	2 nd Fastest Heat	5 th
10	3 rd Fastest Heat	5 th	10	4 th Fastest Heat	5 th
11	Fastest Heat	6 th	11	2 nd Fastest Heat	6 th
12	3 rd Fastest Heat	6 th	12	4 th Fastest Heat	6 th
13	Fastest Heat	7 th	13	2 nd Fastest Heat	7 th
14	3 rd Fastest Heat	7 th	14	4 th Fastest Heat	7 th
15	Fastest Heat	8 th	15	2 nd Fastest Heat	8 th
16	3 rd Fastest Heat	8 th	16	4 th Fastest Heat	8 th
17	Fastest Heat	9 th	17	2 nd Fastest Heat	9 th
18	3 rd Fastest Heat	9 th	18	4 th Fastest Heat	9 th
19	Fastest Heat	10 th	19	2 nd Fastest Heat	10 th
20	3 rd Fastest Heat	10 th	20	4 th Fastest Heat	10 th
21	Fastest Heat	11 th	21	2 nd Fastest Heat	11 th
22	3 rd Fastest Heat	11 th	22	4 th Fastest Heat	11 th
23	Fastest Heat	12 th	23	2 nd Fastest Heat	12 th
24	3 rd Fastest Heat	12 th	24	4 th Fastest Heat	12 th
25	Winner of Fastest Progression Race		25	Winner of 2 nd Fastest Progression Race	
26	2 nd in Fastest Progression Race		26	2 nd in 2 nd Fastest Progression Race	
27	3 rd in Fastest Progression Race		27	3 rd in 2 nd Fastest Progression Race	
28	4 th in Fastest Progression Race		28	4 th in 2 nd Fastest Progression Race	
29	5 th in Fastest Progression Race		29	5 th in 2 nd Fastest Progression Race	
30	6 th in Fastest Progression Race		30	6 th in 2 nd Fastest Progression Race	

Should any car not finish the either of the progression races they will be placed on the grid in reverse order of retirement subject to grid places being available. Once the grid reaches 30 for each Semi-Final, all remaining cars will be nominated as reserves. **Don't un-belt or vacate your car if you are a Reserve. You may still get a race if there is a red flag in the first couple of laps resulting in a re-start.**

D) Last Chance Race

After the Semi-Finals a Last Chance Race will be run to determine grid positions 25 to 30 in the Final with the first 6 classified finishers qualifying. The grid for the Last Chance Race will be formed from positions 13 to 27 in each of the Semi-Finals:

- Pole position for the Last Chance Race will be taken by the 13th placed competitor in the faster* Semi-Final
- 2nd position on the grid will be taken by the 13th placed competitor in the slower Semi Final
- 3rd position on the grid will be taken by the 14th placed competitor in the faster Semi-Final
- 4th position on the grid will be taken by the 14th placed competitor in the slower Semi-Final and so on.

Don't un-belt or vacate your car if you are a Reserve. You may still get a race if there is a red flag in the first couple of laps resulting in a re-start.

Should any car not finish their Semi Final, they will be placed on the grid in reverse order of retirement subject to grid places being available. Once the grid reaches 30, all remaining cars will be nominated as reserves. **Don't un-belt or vacate your car if you are a Reserve. You may still get a race if there is a red flag in the first couple of laps resulting in a re-start.**

E) Final

The grid for the Final will be formed using the Race Classification from the Semi Finals & Last Chance race.

- The first 12 classified finishers in each Semi-Final will progress to the Final.
- The first 6 classified finishers in the Last Chance Race will progress to the Final.
- Pole position for the Final will be taken by the fastest Semi Final* winner
- 2nd position on the grid will be taken by the winner of the slower Semi Final
- 3rd position on the grid will be taken by the 2nd placed competitor in the faster Semi-Final
- 4th position on the grid will be taken by the 2nd placed competitor in the slower Semi-Final and so on down to P24
- Positions 25 -30 will be filled by the first six from the Last Chance race

Reserves for the Final will be the drivers finishing in 7th, 8th, 9th and 10th places in the Last Chance Race. **Don't un-belt or vacate your car if you are a Reserve. You may still get a race if there is a red flag in the first couple of laps resulting in a re-start**

F) Historic Festival Final

Grids for the Historic Festival Final will be formed using the Race Classification from the Semi Finals for eligible competitors, i.e. Super Classic classes A, B C & D.

- Pole position will be taken by the highest placed eligible competitor in the fastest Semi Final*
- 2nd position on the grid will be taken by the highest placed eligible competitor in the slower Semi Final
- 3rd position on the grid will be taken by the 2nd highest placed eligible competitor in the fastest Semi Final
- 4th position on the grid will be taken by the 2nd highest placed eligible competitor in the slower Semi Final.
- And so on. Should one Semi-Final have no further historic competitors, then the remainder of the grid will be formed by the finishing order of the remaining eligible competitors in the other Semi Final.
- If places are still available, any eligible car which did not qualify for the Semi Finals will be placed on the grid in finishing order of the Progression Races.
- If places are still available, any eligible car which did not qualify for Progression Races will be placed on the grid in reverse order of retirement from the Heats.

* The faster Heat, Progression Race or Semi Final is defined by the 1st placed drivers total race time taken to complete the designated number of laps. Should a Heat or Semi Final be red flagged this will automatically be the slower Heat or Semi Final. Should all or two heats and both Semi Finals be red flagged, then the Heat or Semi Final with the longest distance achieved by the 1st placed driver according to the classified results will be deemed to be the faster Heat or Semi Final. Should this result in a tie the Clerk of the Course will make a decision based on fastest laps achieved by each leading driver.

13 Race Start Procedure / Safety Car

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

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

13.1 Standing Start

BRSCC Mazda MX5 Championship, Mazda MX-5 Clubman Championship, BRSCC Mazda MX-5 SuperCup and BRSCC Formula Ford Festival will use Standing Starts.

These races will be gridded up in the Assembly Area and released on to the circuit in qualification grid order onto the grid. Once all drivers are stationary there will be a one minute countdown; 30 second board and then the cars will be flagged away for the Green Flag lap. All competitors must maintain grid position on this lap as failure to do so may result in them being penalised. Once this lap is completed, the 5 second board will be shown and the red lights will be displayed. At some time between 2 and 7 seconds the red lights will switch off - signaling the start of the race.

AMOC GT Races will use Rolling Starts.

13.4 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 between turn 3 and 4 or at the start of the race may join from the pit lane entry and will exit the circuit via the pit lane entrance.

13.5 Green Flag/Formation Lap

Should there be a change in weather conditions which would necessitate an additional green flag/formation lap, then at the discretion of the Clerk of the Course, the race duration may commence once the last car starts the additional green flag/formation 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

14.1 At the end of each track session be it qualifying or the actual race, all vehicles must slow down after taking the chequered flag and leave the circuit via the pit lane entry returning to Parc Fermé as required (inner paddock for Formula Fords, outer Paddock for all other formulae).

14.2 At the end of your race, presentations will be carried out in the Paddock in accordance with championship/series regulations. Please follow instructions of race marshals etc.

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, judicial procedures will be done electronically where possible. 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://brscc.co.uk/events/50th-brscc-formula-ford-festival/>). Fees related to protests and appeals must be paid to Motorsport UK by calling 01753 765 000.

16 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].

17 Judges

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

18 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/214331>

BRSCC Virtual Notice Board: <https://brscc.co.uk/events/50th-brscc-formula-ford-festival/>

19 Video Equipment

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

20 Testing

Please call the circuit direct on 0843 453 2000 or email brands.testing@motorsportvision.co.uk.

21 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.

22 Special Circuit Notes

22.1 Track Limits

Competitors should be aware that specific guidance has 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

22.2 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.

22.3 Pit Lane

Only one person per competing car will be allowed to stand on the Pit Wall for the purpose of signalling. During the start of a race, no personnel are allowed on the Pit Wall until all the cars are clear of the grid. A pit wall wristband will be distributed for all competitors to allocate.

Smoking is not permitted in the pit lane

No one is allowed to ride motor cycles or cycles in the pit road at any time when the circuit is operational. It is strictly forbidden for any vehicle to move in the wrong direction in the pit road unless directed by a marshal. The penalty could be disqualification from the meeting.

22.4 Damage and Recovery from the Circuit

Should oil or any other substance likely to prove a hazard be dropped from any vehicle, the relevant vehicle must stop immediately at a place of safety. Competitors are hereby notified that they may be liable for any excessive clean-up costs incurred by MSV. MSV/BRSCC or the recovery providers cannot be held liable for any damage that is caused in the course of removal of any vehicle from the circuit.

22.5 Placement of Advertising and Signage

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

22.6 Parking

There will be Strictly No Parking for competitors on the level with the Scrutineering Bay.

22.7 Timing Modules

All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship/Series qualifying practice sessions and races.

22.8 Filming and Photography

Permitted Filming/Photography/Drones

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

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

22.9 Media Accreditation and Control of Photographers

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

22.10 Food and drinks will be available at the Kentagon and the Pit Lane Cafe. Hailwoods will be open too.

23 Garage Plan

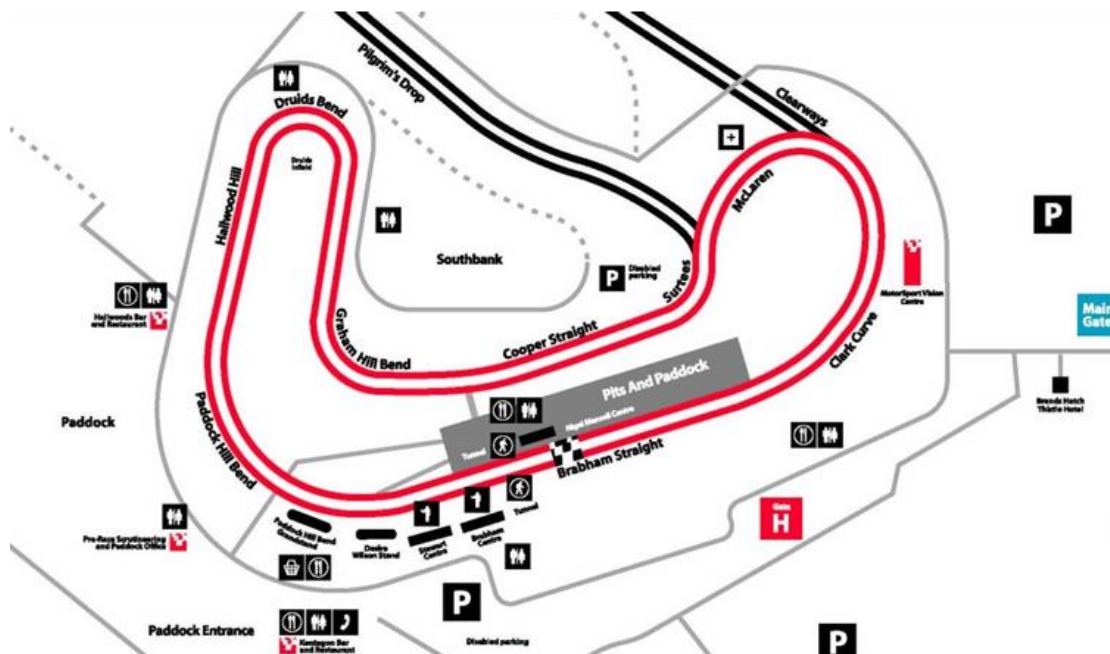
Pit Lane			Track		Roadway	
			Fast food Outlet		Grand Prix Terrace	
			Briefing Room			
			Briefing Room			
1	KEEP CLEAR		KEEP CLEAR			
2	KEEP CLEAR		KEEP CLEAR			
3	AMOC					
4	AMOC					
5	AMOC					
6	AMOC					
7	AMOC					
8	AMOC					
9	AMOC					
10	Mazda MX-5 SuperCup					
11	Mazda MX-5 SuperCup					
12	Mazda MX-5 SuperCup					
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31	BRSCC					
32	BRSCC					
33	SCRUTINEERING					
34						



25 Directions

Tel: 01474 872 331

26 Circuit Map



27 Circuit & Club Safety Guidance Notes

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

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

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

1. Storage and Use of Petroleum Spirit

- 1.1 All petroleum spirit must be stored in appropriate fuel containers complying with all relevant safety standards, away from any source of ignition.
- 1.2 All containers must be indelibly marked; "Petrol - Highly Flammable.
- 1.3 All empty containers must be removed from the venue after the event.
- 1.4 Generators should be powered by diesel and used in the open air.
- 1.5 Appropriate fire extinguishers must be readily accessible near any fuel store or refuelling activity.
- 1.6 Personnel must be trained and wear appropriate fire retardant personal protective equipment (PPE), before using petrol; especially when refuelling.
- 1.7 Vehicle refuelling is to take place in the open air where possible. If refuelling inside the garages all users must adhere to the 'Refuelling Hazard' signage displayed, as reproduced below;
- 1.7.1 Petroleum spirit – Highly flammable
- 1.7.2 No smoking and remove all ignitions sources
- 1.7.3 Switch off engine
- 1.7.4 Open all doors and shutters – Good ventilation required
- 1.7.5 Check location of your nearest fire extinguisher
- 1.7.6 Maximum 25 litres of fuel stored in this garage
- 1.8 A no smoking ban and no ignition sources in the vicinity must be enforced by the person in charge of the refuelling process.
- 1.9 A vehicle must be cooled before refuelling.
- 1.10 Drivers and passengers must be outside a vehicle during refuelling and it's recommended all personnel stand a minimum 3 m away.
- 1.11 When refuelling is in process a second person must be nearby, ready with a fire extinguisher.
- 1.12 Your attention is drawn to The Petroleum (Consolidation) Act 1928, The Petroleum (Consolidation) Regulations 2014, the Petroleum Spirit (Motor Vehicles) Regulations 1929, The Control of Substances Hazardous to Health Regulations 2002 (and amendments) and The Regulatory Reform (Fire Safety) Order 2005, must be complied with.
- 1.13 Participants are reminded that fuel is available for sale at the venue. As such it is unnecessary for participants to carry large quantities of fuel.

2. Hazardous Substances

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

3. Electrical Safety

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

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

4. Fire Precautions

- 4.1 All teams must keep a working and serviced fire extinguisher close to hand. Fire extinguishers must be annually serviced or inspected, with the date displayed on the bottle, for checking.
- 4.2 Smoking is prohibited in all enclosed areas, including without limitation in the pit garages and in the pit lane. Smoking is also prohibited in all MSV vehicles.
- 4.3 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.
- 4.4 Barbecues and cooking equipment are prohibited in pit areas, including garages – keep away from all fuel and combustibles.
- 4.5 Temporary structures to have; an adequate gap separating them from other structures, recommend minimum 3 meters; clearly displayed fire extinguishers next to each fire exit door and clearly visible fire exit signage above each fire door.
- 4.6 Fire lanes, roadways and hatch markings to be kept clear at all times.
- 4.7 Ensure safe access and egress is available in and around team areas, this includes the provision of adequate lighting levels for evacuation purposes.
- 4.8 Catering outlets should hold a minimum of one fire blanket and an additional appropriate fire extinguisher.
- 4.9 Fire extinguishers should not be removed from any fire points unless they are to be used on a fire.
- 4.10 Keep fuel to a minimum on site and store in safe locations away from potential ignition sources.
- 4.11 All fires must be reported immediately to an official, marshal or other member of staff, even if extinguished.
- 4.12 Personnel must be trained in the correct use of fire extinguishers.
- 4.13 MSV permission is required before hot works commence on site.
- 4.14 All fire notices and orders to evacuate must be complied with.
- 4.15 The requirements of the Regulatory Reform (Fire Safety) Order 2005 must be complied with.

5. Working at Height

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

6. Vehicle Safety

- 6.1 A maximum 10 mph speed limit is in force on site for all vehicles, where permitted.
- 6.2 No paddock scooters or push bikes are permitted on site unless authorised by the Organising Club.
- 6.3 Public (and children) are permitted in working paddock areas, therefore drivers/riders must take extra care in these tight localised areas.
- 6.4 Venue signage must be adhered to.
- 6.5 All vehicles driven on site must be road-legal and covered by valid vehicle insurance (including when riding all mopeds, scooters and quads).
- 6.6 All personnel using vehicles on site must hold a current UK driving license (or equivalent), including scooters.
- 6.7 Helmets must be worn by those riding scooters and mopeds outside the paddock and pits. It is MSVs recommendation that helmets are worn at all times riding around site.
- 6.8 All vehicles must at all times, keep to the marked roads when moving around the Venue.

- 6.9 Children are not permitted to ride scooters or quads at any time, or be carried as passengers.
- 6.10 No eating/drinking or the use of mobile phones whilst riding or driving.
- 6.11 Keys must be removed from the ignition of all vehicles when parked or not in use. (Vehicles have been stolen).
- 6.12 Riders or passengers on scooters or motorbikes must not carry unsecured loads.
- 6.13 Hover-boards, electric balance boards or equivalent (non-road legal) electric scooters are prohibited from site (disabled blue badge holders may be permitted to ride electric vehicles to aid access, with MSV permission on entrance).
- 6.14 Children are not permitted to play games in the paddocks, garages or pit areas due to the high numbers of vehicle movements in these areas at all times day and night. (No ball games, bicycles or other). Move into quieter parts of the venue for these activities, away from vehicles.
- 6.15 Children must always be supervised at all times in the Paddock and Pit areas. They are not permitted inside garages or the pit lane.
- 6.16 Vehicles must be driven or ridden as per manufacturer's instructions and with the set amount of passengers. (Eg. A 2 seat buggy must not carry more than 1 passenger with the driver – no standing on the back).
- 6.17 Breaches to this guidance may result in vehicle keys being taken and vehicles confiscated until teams leave site.

7. Compressed Gas Equipment

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

8. Jacks and Axle Stands

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

9. General Working Practices

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

10. Noise

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

11. Manual Handling of Loads

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

12. Waste

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

13. First Aid

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

14. Public Safety

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

15. Incident Reporting

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

16. Temporary Structures

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

17. No spectating at height

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

18. Track Regulations and Governing Bodies Regulations

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