

MONO **CHAMPIONSHIP**

ENTRY PACK

Rounds 7 & 8
24th July 2021

Oulton Park International

Little Budworth, Tarporley, Cheshire, CW6 9BW

Enclosed:

- Final Instructions
- Supplementary Regulations
- Garage Plan
- Timetables
- Entry List
- Site Map
- MSVR Briefing Notes
- MSUK Covid Guidance

Thank you for entering rounds 7 and 8 of the 2021 Monoposto Championship at Oulton Park, we will be using the International circuit for this meeting. Please find enclosed in this entry pack all of the information that you need for the meeting. Make sure you read all of this information carefully.

Format:

This meeting is being held over one day and will use the double header format. There will be one qualifying and two races. Qualifying will set the grid for race one and your fastest lap in race one will determine your grid position for race two. We will have two grids for this meeting.

Tickets:

We will be using the plastic MSVR annual passes to gain entry to Oulton Park. All passes have already been posted, so if you do not have your tickets, please get in touch.

Sign-on, Scrutineering and Drivers Briefing:

You must complete the electronic sign-on and scrutineering ahead of time or you will not be allowed to compete.

There will not be a briefing in person, so please make sure you read all of the notes prepared by our Clerk of the Course, Terry Scannell, which are included in this pack. You must also complete the online drivers briefing no sooner than 48 hours before the meeting, but before going on track.

The sign-on, self-declaration scrutineering and drivers briefing can all be found by using this link:

<https://racing.msv.com/CheckIn/b9bb0b72-f553-43aa-9031-df043da4771e>

Covid, Mono Hub & Prizegivings:

The updated Motorsport UK covid guidance has been included in this pack. Whilst masks are no longer mandatory, please be considerate of those who are still social distancing or choosing to wear masks and if an official requests that you wear a mask, please do so.

The Mono Hub has now returned to normal self service and will be located in garage 16 for this meeting. There will be hand sanitiser available to be used before making yourself a drink. Complimentary tea, coffee and biscuits will be served from the Hub over the weekend. All Monoposto competitors and teams are welcome to join us in the hub.

Results will be available online and will still not be handed out. Prizegivings will be held approximately half an hour after the second race for your grid in garage 16, trophies for both the races for your grid will be presented at the same time.

We will be continuing with the option to recycle trophies, so if you do not want to keep any trophies that you may win during the season, please return them after the prizegiving and they will be reused.

Parking Arrangements:

We are using the garages for this meeting and the garage plan is included in this entry pack. If you are testing and have booked a garage for that, it should be the same one.

Please be considerate with space when you are parking behind the garages as all of the garages are being shared and space is limited. All non-working vehicles/trailers should be parked out of the way.

Useful Contacts:

For all event enquiries, issues or championship information please contact the Championship Coordinator, Rachel Lovett, on 07894 010132.

Circuit Phone Number: 01829 760301



TIMETABLE

Oulton Park - International
24 July 2021
Timetable - Issue ONE

| Championship | Session | Event | Mins | Down Time | Start | Finish | Sign on | Location | Scrutineer | Location | Briefing | Location |
|---|---------|------------|-------|-----------|-------|--------|--|----------|------------|----------|-----------|----------|
| Focus Cup Championship | 1 | Qualifying | 00:15 | 00:10 | 08:30 | 08:45 | Pre-Event | Online | Pre-Event | Online | Pre-Event | Online |
| Monoposto Championship M1000, 1800 and 1600 | 2 | Qualifying | 00:15 | 00:10 | 08:55 | 09:10 | Pre-Event | Online | Pre-Event | Online | Pre-Event | Online |
| Clubman Sports Prototype Championship | 3 | Qualifying | 00:15 | 00:10 | 09:20 | 09:35 | Pre-Event | Online | Pre-Event | Online | Pre-Event | Online |
| F3 Cup Championship | 4 | Qualifying | 00:15 | 00:10 | 09:45 | 10:00 | Pre-Event | Online | Pre-Event | Online | Pre-Event | Online |
| MINI CHALLENGE Trophy | 5 | Qualifying | 00:15 | 00:10 | 10:10 | 10:25 | Pre-Event | Online | Pre-Event | Online | Pre-Event | Online |
| Monoposto Championship F3, 1400, 2000 and Classic | 6 | Qualifying | 00:15 | 00:15 | 10:35 | 10:50 | Pre-Event | Online | Pre-Event | Online | Pre-Event | Online |
| Focus Cup Championship | 7 | Race 1 | 00:15 | 00:15 | 11:05 | 11:20 | <div></div> | | | | | |
| Monoposto Championship M1000, 1800 and 1600 | 8 | Race 2 | 00:15 | 00:15 | 11:35 | 11:50 | | | | | | |
| Clubman Sports Prototype Championship | 9 | Race 3 | 00:15 | 00:15 | 12:05 | 12:20 | | | | | | |
| F3 Cup Championship | 10 | Race 4 | 00:15 | 00:15 | 12:35 | 12:50 | | | | | | |
| MINI CHALLENGE Trophy | 11 | Race 5 | 00:15 | | 13:05 | 13:20 | | | | | | |
| Lunch | | | 00:50 | | 13:20 | 14:10 | | | | | | |
| Monoposto Championship F3, 1400, 2000 and Classic | 12 | Race 6 | 00:15 | 00:15 | 14:10 | 14:25 | | | | | | |
| Focus Cup Championship | 13 | Race 7 | 00:15 | 00:15 | 14:40 | 14:55 | | | | | | |
| Monoposto Championship M1000, 1800 and 1600 | 14 | Race 8 | 00:15 | 00:15 | 15:10 | 15:25 | | | | | | |
| Clubman Sports Prototype Championship | 15 | Race 9 | 00:15 | 00:15 | 15:40 | 15:55 | | | | | | |
| F3 Cup Championship | 16 | Race 10 | 00:15 | 00:15 | 16:10 | 16:25 | | | | | | |
| MINI CHALLENGE Trophy | 17 | Race 11 | 00:15 | 00:15 | 16:40 | 16:55 | | | | | | |
| Monoposto Championship F3, 1400, 2000 and Classic | 18 | Race 12 | 00:15 | | 17:10 | 17:25 | | | | | | |
| Pit Garages - Monoposto & F3 Cup | | | | | | | | | | | | |



Monoposto Championship
Rounds 7 & 8
Oulton Park International
24th July 2021
Entry List V3



| Grid | Garage | First Name | Last Name | Hometown | Race No. | Team or Sponsor | Class | Car | Car Year | Engine | CC |
|------|---------|---------------|------------|----------------------|----------|-----------------------|-------|-----------------|----------|-------------|------|
| 1 | 23 | Bruno | Costa | Northampton | 17 | JKS Formula Cars | M1000 | JKS Mk 2 | 2015 | Suzuki GSXR | 1000 |
| 1 | Paddock | Anthony | Gauntlett | Hartlebury | 20 | DMR Racing | M1000 | Jedi Mk 6 | 2003 | Suzuki K6 | 1000 |
| 1 | 14 | James | Tanser | Astley | 29 | | M1000 | DSE PR3 | 2021 | Suzuki GSXR | 1000 |
| 1 | 8 | Andrew | Cartmell | Royston | 30 | | M1000 | Revelation 1000 | 2003 | Suzuki GSXR | 1000 |
| 1 | 21 | Brendan | O'Brien | Co Kildare | 34 | Leastone Racing | M1000 | Leastone 1000 | 2016 | Suzuki GSXR | 1000 |
| 1 | 21 | Karl | O'Brien | Co Kildare | 38 | | M1000 | Leastone 1000 | | Suzuki GSXR | 1000 |
| 1 | 26 | Billy | Styles | Cheshunt | 41 | W A Styles Ltd | M1000 | Jedi Mk 6/7 | | Suzuki | 1000 |
| 1 | 22 | Morgan | McCourt | Cork | 48 | Leastone Racing | M1000 | Leastone 1000 | 2020 | Suzuki GSXR | 1000 |
| 1 | 8 | Nikita | Abramov | London | 51 | TSR | M1000 | Jedi Mk 6/7 | 2008 | Suzuki | 1000 |
| 1 | 9 | Dan | Clowes | Newcastle-under-Lyme | 53 | | M1000 | Jedi Mk6 | 2006 | Suzuki GSXR | 1000 |
| 1 | 7 | Mark | Crawford | Banbridge | 55 | | M1000 | Jedi Mk 6 | 1999 | Suzuki | 998 |
| 1 | Paddock | Darren | Richards | Kidderminster | 66 | DMR Racing | M1000 | Jedi Mk 6 | 2015 | Suzuki GSXR | 1000 |
| 1 | 9 | Edward | Falkingham | Selby | 69 | | M1000 | Jedi | | Suzuki GSXR | 1000 |
| 1 | 26 | Adrian/Declan | Wright | Lichfield | 71 | | M1000 | GEM AW3 | 2011 | Yamaha R1 | 1000 |
| 1 | 7 | Myles | Castaldini | Leamington Spa | 78 | Tappex Thread Inserts | M1000 | Van Diemen RF94 | 1994 | Kawasaki | 1000 |
| 1 | Paddock | Dan | Gore | London | 80 | Mittell | M1000 | Jedi Mk 6 | 2001 | Suzuki GSXR | 1000 |
| 1 | Paddock | Robert | Bailey | Nottingham | 83 | Build It Finance | M1000 | Jedi Mk 6 | 2008 | Suzuki GSXR | 1000 |
| 1 | 10 | Christopher | Hill | Cheshire | 118 | | M1000 | Jedi MK 6/7 | | Suzuki | 1000 |
| 1 | 14 | Ben | McGhee | Belper | 888 | | M1000 | Jedi Mk 6 | | Suzuki GSXR | 1000 |
| 1 | 18 | Andrew | Cameron | Faringdon | 6 | | 1800 | Royale RP27 | 1979 | Ford Pinto | 2000 |
| 1 | 27 | Phil | Davis | Stroud | 12 | | 1800 | Van Diemen RF98 | 1998 | Ford Zetec | 1800 |
| 1 | 23 | Ben | Stiles | Sussex | 18 | Ben Stiles Racing | 1800 | Van Diemen RF82 | 1982 | Ford Pinto | 2000 |
| 1 | 18 | David | Jones | Newbury | 47 | | 1800 | Van Diemen RF82 | 1982 | Ford Pinto | 2000 |
| 1 | 27 | Tom | Wheatley | Upper Milton | 56 | | 1800 | Mygale SJ02 | 2002 | Ford Zetec | 1800 |
| 1 | 17 | Steve | Gardiner | Market Harborough | 74 | S.G Racing Services | 1800 | Reynard SF80 | 1980 | Ford Pinto | 2000 |
| 1 | 17 | Rodney | Toft | Bodmin | 98 | | 1800 | Van Diemen RF82 | 1982 | Ford Pinto | 2000 |
| 1 | Paddock | Chris | Lord | Totnes | 117 | | 1800 | Reynard SF86 | 1986 | Ford Pinto | 2000 |
| 1 | 19 | Geoff | Fern | Warminster | 7 | Team Fern Racing | 1600 | Van Diemen RF89 | 1989 | Ford Kent | 1600 |



Monoposto Championship
Rounds 7 & 8
Oulton Park International
24th July 2021
Entry List V3



| Grid | Garage | First Name | Last Name | Hometown | Race No. | Team or Sponsor | Class | Car | Car Year | Engine | CC |
|------|--------|------------|---------------|--------------------|----------|--------------------------|---------|------------------------|----------|----------------|------|
| 2 | 5 | Russ | Giles | Redditch | 5 | | F3 | Dallara F398 | 1998 | Vauxhall | 2000 |
| 2 | 13 | Josh | Warren | Chaddesley Corbett | 9 | | F3 | Dallara F304 | 2004 | Toyota | 2000 |
| 2 | 28 | Chris | Davison | Moreton-in-Marsh | 31 | IGD Racing | F3 | Dallara F301 | 2001 | Opel | 2000 |
| 2 | 25 | Lee | Fern | Warminster | 33 | Scuderia Fern Racing | F3 | Dallara F301 | 2001 | Renault | 2000 |
| 2 | 6 | Malcolm | Scott | Upminster | 68 | | F3 | Dallara F398 | 1998 | Vauxhall | 2000 |
| 2 | 11 | James | Drew-Williams | Northallerton | 85 | JMTechnical Racing | F3 | Lola | 2004 | Ford | 2000 |
| 2 | 20 | Jason | Timms | Gloucester | 3 | James Timms Transport | M1400 | Dallara 301 | 2001 | Hayabusa | 1400 |
| 2 | 24 | Martin | Wright | Burton-on-Trent | 8 | SMS Engineering Services | M1400 | Dallara 301 | 2000 | Hayabusa | 1340 |
| 2 | 15 | David | Cox | Rodborough Common | 2 | Will Cox Racing | Classic | Ralt RT3 | 1984 | Vauxhall | 2000 |
| 2 | 24 | Will | McAteer | Woking | 23 | McAteer Motorsport | Classic | Reynard 923 | 1992 | Volkswagen | 1998 |
| 2 | 5 | Jim | Spencer | Cheshire | 25 | | Classic | Reynard 883 | 1988 | Volkswagen | 2000 |
| 2 | 12 | Jared | Wood | Aylesbury | 46 | | Classic | Formula Vauxhall Lotus | 1990 | Vauxhall | 2000 |
| 2 | 15 | Matthew | Bromage | Borrowash | 50 | | Classic | Ralt RT30 | 1986 | Toyota | 2000 |
| 2 | 12 | Edward | Guest | Bury St. Edmunds | 57 | | Classic | Anson SA4 | 1983 | Vauxhall C20XE | 2000 |
| 2 | 6 | Bryn | Tootell | Rochdale | 26 | | 2000 | Van Diemen RF01 | 2001 | Ford Zetec | 2000 |
| 2 | 11 | James | Rimmer | Great Denham | 27 | | 2000 | Dallara F392 | 1992 | Alfa Romeo | 2000 |
| 2 | 28 | Terry | Clark | Northwood | 32 | Mictel Hillpress | 2000 | Van Diemen RF00 | 2000 | Ford Zetec | 2000 |
| 2 | 16 | Phil | Chappell | Epworth | 52 | AViT! Motorsport | 2000 | Van Diemen RF98 | 1998 | Ford Zetec | 1800 |
| 2 | 20 | Mat | Jordan | Cheltenham | 99 | Team Fern Racing | 2000 | Van Diemen RF99 | 1999 | Ford Zetec | 2000 |



Monoposto Championship
Oulton Park International
24th July 2021
Garage Plan V1

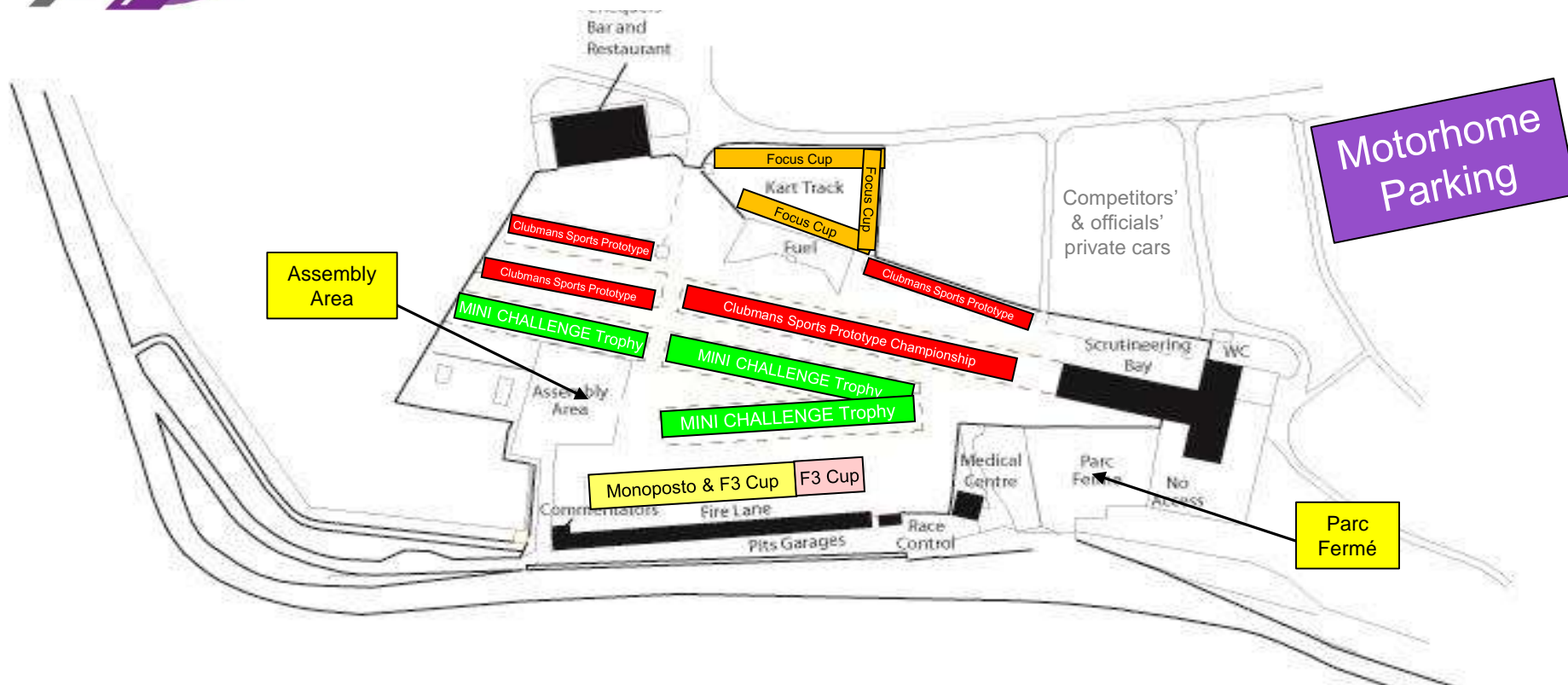


| | | | | | |
|-----------------------|-------------------------------------|----------|-------------------------------------|----|--|
| T r a c k | P i t L a n e | F3 Cup | Tony Bishop | 1 | F i r e L a n e |
| | | F3 Cup | Stefano Leaney | 2 | |
| | | F3 Cup | Shane Kelly | 3 | |
| | | F3 Cup | George Line & Mark Harrison | 4 | |
| | | 5 & 25 | Russ Giles & Jim Spencer | 5 | |
| | | 26 & 68 | Bryn Tootell & Malcolm Scott | 6 | |
| | | 55 & 78 | Mark Crawford & Myles Castaldini | 7 | |
| | | 30 & 51 | Andrew Cartmell & Nikita Abramov | 8 | |
| | | 53 & 69 | Dan Clowes & Edward Falkingham | 9 | |
| | | 118 | Christopher Hill | 10 | |
| | | 27 & 85 | James Rimmer & James Williams | 11 | |
| | | 46 & 57 | Jared Wood & Eddie Guest | 12 | |
| | | 9 | Josh Warren | 13 | |
| | | 29 & 888 | James Tanser & Ben McGhee | 14 | |
| | | 2 & 50 | David Cox & Matt Bromage | 15 | |
| | | 52 | Phil Chappell & MONO HUB | 16 | |
| | | 74 & 98 | Steve Gardiner & Rodney Toft | 17 | |
| | | 6 & 47 | Andrew Cameron & David Jones | 18 | |
| | | 7 | Geoff Fern | 19 | |
| | | 3 & 99 | Jason Timms & Mat Jordan | 20 | |
| | | 34 & 38 | Brendan O'Brien & Karl O'Brien | 21 | |
| | | 48 | Morgan McCourt | 22 | |
| | | 17 & 18 | Bruno Costa & Ben Stiles | 23 | |
| | | 8 & 23 | Martin Wright & Will McAteer | 24 | |
| | | 33 | Lee Fern | 25 | |
| | | 41 & 71 | Billy Styles & Adrian/Declan Wright | 26 | |
| | | 12 & 56 | Phil Davis & Tom Wheatley | 27 | |
| | | 31 & 32 | Chris Davison & Terry Clark | 28 | |

Parking in Paddock:

| | |
|-----|-----------------|
| 20 | Tony Gauntlett |
| 66 | Darren Richards |
| 80 | Dan Gore |
| 83 | Robert Bailey |
| 117 | Chris Lord |

Paddock Plan



MSVR Club Car Championships
Oulton Park
24 July 2021

Paddock Plan – Issue ONE

OultonPark

Cables in the paddocks MUST be covered with a proprietary cable cover.

Please be considerate when using tail lifts. DO NOT leave them halfway up as they can cause injury.



MOTORSPORT VISION RACING

Race-Specific Briefing Notes

Monoposto Championship

Oulton Park, 24th July 2021

Clerk of the Course: Terry Scannell

Welcome to Oulton Park International circuit for Saturday's rounds of the 2021 Monoposto Championship.

Thanks to your brilliant support for this meeting we will have a grid of some 47 cars completing, split over 2 grids, which is really superb and which will make for some excellent racing throughout the grids and the different classes.

Due to the relaxing of the Covid regulations we should benefit from a higher number of spectators being allowed to Oulton Park so let us all work together to put on a really good show for them with some good clean and exciting racing.

Please ensure that you sign on for the meeting and also sign on to acknowledge the standard MSVR online driver's briefing via the links on the MSVR Final instructions prior to the meeting to ensure that you are allowed on circuit for qualifying without undue delay.

This meeting, being a one day event, is going to be extremely busy and tight from a timetable aspect. We will be trying to run ahead where possible – please be aware of the sessions prior to yours and listen for paddock calls.

Qualifying Procedure:

Please ensure that you are ready in the assembly area in plenty of time prior to qualifying to allow for noise testing, especially with the high number of cars to be checked and the previous session on track to yours is only of 15 minutes duration.

Cars will be released from the Assembly Area via the Pitlane Exit directly onto the circuit. Should the Pit Exit light be on Red please do not proceed and follow Marshals Instructions. **Keep to the right of the Pit Lane exit Blend Line.** Make sure you get your three qualifying laps in – there will be no other sessions available during the day.

The fastest qualifying times will provide the grid for Race 1 and the driver's fastest lap in Race 1 results will provide the grid for Race 2.



MOTORSPORT VISION RACING

Race-Specific Briefing Notes

Monoposto Championship

Oulton Park, 24th July 2021

Clerk of the Course: Terry Scannell

Race Procedure:

Cars will be released from the Assembly Area and will follow a lead car from the Pit Lane onto the circuit and will go via the Fosters link directly to the Grid and when all cars are in position the countdown will begin as per the Final Instructions, with 1 Minute and 30 Second boards followed by a Green Flag, to commence the Green Flag lap back to the grid. Please take this at a fast but safe pace as a group so that the cars can all form up quickly prior to the 5 second board being shown, after which the Red Lights will be switched on and then between 2-7 seconds the Red Lights will be extinguished to denote the start of the race.

Grid Formation for Oulton Park will be a standing start in a 1x1 formation unless otherwise announced due to a change of conditions and please be aware of the unique nature of the Oulton startline area. Please be especially aware of slow or stalled cars at Race Starts and do not swerve into the paths of the other cars alongside or behind you.

Please be aware that I do not want to hold the cars on the grid for any longer than essential so that cars do not overheat especially with the large number of cars involved. Please work with the startline line marshals to ensure that you take up your correct grid positions at the earliest opportunity.

Should track conditions change the race start the procedure will in summary be one of three potential options;

- a) Two Green Flag laps – back to Grid for standing start. Race time may start at commencement of 2nd Green Flag
- b) Due to a change of conditions or on grounds of Safety we reserve the right to change to a Rolling Start procedure.
- c) In exceptional circumstances we may use a single file Safety Car start procedure until conditions are suitable for racing.

On Track:

Please remember that there is little room for error at Oulton Park should you run off the actual tarmac of the circuit. We do not wish to see incidents that may cause damage to cars or more importantly yourselves and even minor incidents or cars parked at the side of the circuit at Oulton can result in the need for Safety Cars or Red Flags, which will ruin your races.



MOTORSPORT VISION RACING

Race-Specific Briefing Notes

Monoposto Championship

Oulton Park, 24th July 2021

Clerk of the Course: Terry Scannell

At all times drive safely, with care consideration and respect for your fellow competitors to ensure that they have the track space that they need to be safe. Please do not attempt risky manoeuvres or aggressive defending of position. Please ensure that there is no contact between cars and please drive with awareness of each other.

There will be speed differentials between cars on the track. Be prepared for the unexpected. You are likely to encounter other drivers and cars that you have not previously shared a track with. It is essential that all drivers take care when overtaking or lapping slower cars. It is the responsibility of the faster car to overtake safely and all drivers must keep a constant watch in their mirrors for faster cars coming up behind, but please do not make a sudden change of direction in such a situation or as a result of seeing Blue Flags.

Respect Track Limits at all times – Please remember to keep all four wheels inside of White Lines and on Kerbs but not behind them. Oulton Park has CCTV for on track action but also sensors operating cameras should you go beyond the Track Limits.

In poor visibility and wet weather, all drivers must remember that there may be much slower cars ahead, or much faster cars behind them: concealed in the spray. If you are closing on a slower car in heavy spray remember that it is very unlikely that he can see you in his mirrors!

Respect Track Limits at all times – Please remember to keep all four wheels inside of White Lines and on Kerbs but not behind them. Oulton Park has CCTV for on track action but also sensors operating cameras should you go beyond the Track Limits.

Please observe all flag / light signals – Please no overtaking under Yellows / Safety Car, or Red Flags.

Safety Car – will be deployed as per Final Instructions - It will normally join the circuit at Pit Lane Exit – However please note at the start the Safety Car will be positioned at the rear of the grid for the race starts should we have any startline or first two corner incidents so should we have a first lap incident the Safety Car may be on track prior to the startline so please drive accordingly should you see Yellow



Race-Specific Briefing Notes

Monoposto Championship

Oulton Park, 24th July 2021

Clerk of the Course: Terry Scannell

Flags /Lights and SC Boards which we will deploy as early as possible should we have an incident requiring intervention.

Upon seeing the SC Flags & Boards the leader must ideally open a large gap from slower cars that he may be about to lap so the Safety Car can pick up the leader cleanly. All cars must close the train as safely and as quickly as possible without overtaking whilst taking caution for any incident / marshals / recovery on circuit.

When the Safety Car is due to come in the roof lights will be extinguished and the Safety Car will enter the Pit Lane. When the Safety Car is due to come in the roof lights will be extinguished and the Safety Car will enter the Pit Lane. Please remember NO Overtaking until you cross the control line.

If you have mechanical problems while on track:

Please assist by getting the car into the pits or off the track at a safe stopping point close to the nearest marshal post as soon as possible. Please do not continue to stagger round, possibly dropping fluid, and / or acting as a moving chicane. Try to indicate to marshals what type of recovery you will need.

Leave the car with steering wheel correctly attached, drive in neutral, and the electrics isolated.

We must all please ensure that all the current Covid-19 policies and precautions are adhered to throughout the weekend and your cooperation with this will be greatly appreciated.

Should you require any assistance during the day please either contact Rachel so she can liaise with myself or Gemma within the MSVR Race Admin so that we can try to assist you. I sincerely hope you have a really enjoyable and safe day's sport.

Terry Scannell
Clerk of Course

MSVR Club Car Championships
Saturday 24th July 2021
Oulton Park - International
FINAL INSTRUCTIONS – Issue ONE

This meeting is organised by MotorSport Vision Racing, 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.

1. PERMIT

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

Interclub: 120563

2. OFFICIALS

Motorsport UK Steward – Philip Barley
Event Stewards – Esmor Jones, Graham Battersby
Senior Clerk of the Course – Gareth Newton
Clerks of the Course – Luke Caudle, Terry Scannell
Secretary of the Meeting – Gemma Mole
Chief Incident Marshal – Dave Cleavley/Geoff Cooper
Chief Scrutineer – John Harland
Chief Marshal – Margaret Simpson
Chief Medical Officer – Dr Sam Whitehouse
Chief Flags/Starter – Andrew Powell
Chief Pit Marshal – Richard Stenson
Chief Assembly/Paddock Marshal – James Elder
Chief Startline Marshal – Alison Featherstone
Chief Timekeeper – Sarah Evans
Commentators – Ian Titchmarsh, Tom Davis
Safety Car Driver – Allan Farrimond
Safety Car Observer – Andrew Wycherley
Marshals/Event Officials – Members of the BMMC, BARC & BRSCC and other Motorsport UK recognised Clubs
Ambulances – Event Fire and Rescue
Medical Services – Event Fire and Rescue
Rescue Unit – MSVR
Recovery – Cross Country Recovery, MSV
Covid-19 Officer – Gemma Mole

3. COMPETITORS CIRCUIT/PADDOCK ACCESS & ALLOCATION

It is important that you follow instructions regarding parking within the paddock areas.

Access to the paddock and Garages will be from 15:00 on Thursday 22nd July for those testing.

Access to the paddock and Garages will be from 17:00 on Friday 23rd July for those not testing.

Pit Garages are reserved for Monoposto Championship and F3 Cup as per the garage plan.

The paddock must be completely cleared by 21:00 on Saturday 24th July.

4. Covid-19

Covid-19 Officer – Gemma Mole - 07766 748898

The number above is to be used as a means of contact for anyone who is concerned with any aspects of Covid-19 guidelines not being followed at an event. It is also a method for people to contact MSVR if they develop Covid-19 systems whilst on site. If you develop symptoms then please contact the above phone number to let the Covid-19 officer know, and then leave the event without contacting anyone else.

5. SIGNING ON FOR COMPETITORS

All competitors will sign on using the below link. The only method to sign-on will be through this link and must be done in plenty of time before your first session on track to ensure that you aren't prevented from joining your relevant session:

[24 July - Oulton Park - Drivers' Sign On](#)

When signing on all drivers must provide, as required: a) Drivers and Entrants Motorsport UK Competition Licence. b) Drivers Medical Certificate (if not incorporated in the Licence). c) Valid Club Membership (where applicable).

Any competitor holding a competition licence not issued by Motorsport UK MUST specify this on the entry form for the event. Further they can only participate with authorisation from their ASN (as required by the FIA International Sporting Code) and MUST present this written authorisation when signing on.

6. SIGNING ON FOR ALL SENIOR OFFICIALS

All officials will sign on using the below link:

[24 July - Oulton Park - Officials' Sign On](#)

7. NOTICE BOARD

The official notice board will be located on the dedicated event page, on the MSVR website: www.msvracing.com/cars

8. TIMING SCREEN

The Official Timing Screen will be the Starters timing screen in the Pit Lane.

9. SCRUTINEERING

Please ensure that you have completed, **in its entirety**, the self-declaration scrutineering form while signing on for the race meeting using the electronic system.

Visual scrutineering will be conducted just before noise testing at the entrance of the assembly area, and in the paddock road while waiting to avoid causing congestion. Scrutineers will have the power to perform random spot-checks on both cars and drivers' equipment throughout the event.

If you are unsure of your vehicle's ability to meet the required safety criteria set out in the Motorsport UK general regulations, then please find a Scrutineer and ask them to check this for you. Ensure that you maintain social distancing at all times and allow plenty of time before your first session on track.

10. ELIGIBILITY

Eligibility may be checked by a member of the Motorsport UK Technical Commission listed in the 2021 Motorsport UK Yearbook at Appendix 5d. These Technical Commissioners will be considered as Judges of Fact within the Regulations.

The Championship/Series licensed Eligibility Scrutineers are also considered Judges of Fact and empowered to undertake any measurements or examinations of vehicles.

11. DRIVERS RACING FOR THE FIRST TIME AT OULTON PARK

Competitors must read an instruction sheet that can be sent out upon request.

12. DRIVERS BRIEFINGS

All competitors will undertake their briefing using the below link. This can only be done **no sooner than 48 hours before** your event, but must be completed before going on track. The online briefing may be supplemented by written notes which will include any specific information for your series/championship.

[24 July - Oulton Park - Drivers' Briefing](#)

The organisers reserve the right to call extra briefings as appropriate.

Completion of the drivers briefing is mandatory.

13. ENGINE / NOISE POLLUTION

Engines must not be run before 0815 hours OR after 1830 hours. Standard Motorsport UK noise regulations apply at this event.

14. PIT LANE

Please note the mandatory speed limit for all other categories in the Pit Lane of **60 km/h**. Please keep the outer lane clear at all times. The Penalty Box is in the Pit Lane adjacent to Race Control.

Pit Lane – competitors must not exit the pit lane when the Red Light at the pit exit is illuminated, and must not cross the blend line.

15. QUALIFYING

All cars will start qualifying from the Pit Lane.

Cars parked in the paddock will be required in the Assembly Area 20 minutes prior to their qualifying. On instruction from marshals, cars will proceed from the Assembly Area into the Pit Lane.

Please make yourself familiar with the location of the Assembly Area and Parc Fermé, before your first practice session.

16. RACE START PROCEDURE

All Competitors will assemble in the Assembly Area. **On instruction from officials, all cars will be conveyed behind a Course Car via the Fosters Circuit to the grid. This convoy lap must be in single file and at low speed noting that marshals and recovery vehicles could be on circuit.** Once cars are in position on the grid, the countdown will begin.

In the event that any category takes more than four minutes to complete the formation lap the race time may be reduced.

Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Yearbook Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

In ideal conditions the racing programme may be brought forward by up to 20 minutes and competitors should ensure that they are in their correct location in good time.

All races will have a STANDING START.

17. GRIDS

Grid selection will be in accordance with Championship/Series Regulations.

18. COUNTDOWNS

For all races, the countdown will start at the 1 minute signal unless otherwise specified in Championship Regulations.

19. END OF QUALIFYING AND RACE PROCEDURE

At the end of each practice qualifying or race GT Cup competitors must slow down after taking the Chequered Flag and leave the circuit by entering the Pit Lane where Parc Fermé will be in the garages.

All other cars must slow down after taking the Chequered Flag and leave the circuit by turning RIGHT into the Parc Fermé just before the Pit Lane entrance.

The Parc Fermé entry is at the pit lane entry before the Medical Centre. Marshals at Deer Leap will display Yellow Flags.

All competitors will remain under Parc Fermé conditions until advised by the Scrutineers.

20. SAFETY CAR

The Clerk of the Course has the option to deploy a Safety Car for all qualifying and races. The Safety Car will join the circuit from the Pit Lane exit and leave the circuit by entering the Pit Lane. Safety Car regulations are available at Race Administration or as detailed in Championship Regulations.

21. RED FLAGS

Any category generating a Red Flag may be placed at the end of the programme subject to time remaining available.

22. JUDGES OF FACT

Judges may be appointed in accordance with Motorsport UK Q.3.1
Timekeepers: To declare the individual lap times and the order in which the cars cross the timing line throughout the competition.
Scrutineers: In addition to the Championship/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 5d.

23. LIGHT SIGNALS

There are lights at various points around the circuit. These light signals have the same meaning and authority as the flag signals.

24. CONTROL FLAGS

Control Flags: Control flags (Black/White, Black/Orange etc) with car numbers may be shown from the control line on drivers RIGHT at the line.

The same information may also be shown from electronic panels displayed alongside the start lights in addition to or as an alternative to the flags on the line.

25. Timing

All competitors are required to use a AMB TranX 260, AMB MYLAPS X2 or MYLAPS TR2 Racing transponder. This can be either direct or battery powered. Transponders can be purchased from TSL at www.tsl-timing.com in advance of the meeting.

You will no longer be able to hire a transponder on the day of the event, so please arrange for this with TSL in advance, leaving plenty of time before your event. This can be done by using the link below:

[Transponder Hire - click here](#)

Competitors must supply the transponder number in advance of the event to their respective Race Series Coordinator or to MSVR.

26. Miscellaneous

MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.

Any cables laid across the paddock MUST be covered with a proprietary cable cover.

Tail lifts must NOT be left unattended in the 'mid' position. It is strongly recommended that extended tail lifts are fitted with warning lights.

27. Judicial Procedures

The judicial procedures will remain unaltered during the Covid-19 pandemic, with the exception that all paperwork will be handled electronically.

All paperwork must be lodged with the Secretary of the Meeting who will then process this as appropriate. The preferred method is via email to raceadmin@msvracing.com. If there is a need for a face-to-face interview, a face covering may be required as per Motorsport UK and/or MSVR protocol. There is no change to the time limits related to judicial procedures that can be found in the Motorsport UK Yearbook.

Due to the restrictions of COVID-19 judicial forms will no longer be signed and paper copies will not be distributed and will instead be sent electronically (email, WhatsApp etc.) to the recipient. For judicial and appeals purposes the time of issue will be deemed to be the time the decision was sent, unless the recipient is informed verbally, when the time commences at the time notified verbally as stated on the relevant Clerk of the Course decision sheet.

All decisions will be posted on the virtual noticeboard, which can be found on the dedicated event area of MSVR website (www.msvracing.co.uk)

28. Special Circuit Notices

Please refer to Appendix A in the Supplementary Regulations for this race meeting. If you have any questions regarding these, please get in touch with a member of the MSVR team who will be happy to help you.

Testing can be booked by clicking [here](#)

Please be advised that you will need to show your Competitor e-ticket to be able to gain entry to the paddock area.

We wish you a safe and successful meeting.

Gareth Newton
Senior Clerk of the Course

Gemma Mole
Secretary of the Meeting

MotorSport Vision Racing Race Meeting - Supplementary Regulations Issue ONE

1. **MotorSport Vision Racing will organise a race meeting at Oulton Park International Circuit on 24th July 2021.**

Circuit length 2.69 miles/ 4.33 km, direction clockwise.

FIA Grade: THREE

Races will be organised for the Races/Series/Championships listed below under the following Motorsport UK Permit Numbers:

Interclub:

The Meeting will be under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, the Series/Championship Regulations of the Series/Championships (if applicable) in the list below and any written instructions issued for the event by the organisers. All timings will be confirmed in Final Instructions.

2. ELIGIBLE CARS AND COMPETITORS AND ENTRIES

| Race Title | Max No of Starters | Competitors Licence Status | Permit |
|--|--------------------|----------------------------|-----------|
| Focus Cup Championship | 38 | Club | Interclub |
| Clubman Sports Prototype Championship | 34 | Club | Interclub |
| F3 Cup Championship | 34 | Club | Interclub |
| Monoposto Championship Moto 1000, 1800, 1600 and Classic | 34 | Club | Interclub |
| MINI CHALLENGE Trophy | 38 | Club | Interclub |
| Monoposto Championship F3, 2000 and 1400 | 34 | Club | Interclub |

3. **ELIGIBLE VEHICLES** - All vehicles must comply with Series/Championship Technical Regulations where appropriate.

4. **JUDGES** - The Judges of Fact will be published in an official bulletin in accordance with G10.2.

5. **ENTRIES** - Entries open on publication of these Regulations and close on Wednesday 22nd July 2021. Entry fees and other detail are on the entry form.

Entry fees and passes issued will be in accordance with individual Series/Championship Regulations, where applicable or according to the entry forms. All personnel and vehicle passes will identify the team to which they are issued, and are issued on the condition that they are strictly not for resale. All passes remain the property of MSV/MSVR as applicable. Failure to comply with the above will be considered a breach of these Regulations and the conditions of admission of the landowner. Only vehicles with the relevant passes will be admitted to the paddock. No private cars will be allowed in the Paddock unless specifically authorised.

Entrants or their accredited representatives will be responsible for all persons concerned with their entry complying with these Regulations.

In addition to MOTORSPORT UK regulation D16, the Organisers reserve the right to refuse an entry at their discretion.

The number of starters permitted to start each race will be in accordance with the track licence.

MSVR reserve the right to cancel or amalgamate races if entries fall below 12.

MSVR reserve the right to accept entries from competitors holding a valid licence issued by any ASN.

ENTRY FEES - Any entry not accompanied by the correct entry fee is not a valid entry. Full refunds will be given for any cancellations received before midday on the Tuesday prior to a meeting. No refunds will be given for any cancellations received after this deadline, even if you have an accident in testing in the days leading up to the event.

Refunds - Unless otherwise stated in Series/Championship Regulations entry fees may be refunded to competitors who notify the organisers, in writing, before noon on the Tuesday prior to the event and return all paperwork and tickets to the Entry Secretary. A stamped addressed envelope must accompany returned paperwork and passes. Surplus entries practising in a single class race and failing to qualify - No refund. Nominated reserves who do not get a race will be considered for a refund and the amount will depend on the circumstances. NO REFUND will be payable after noon on the Tuesday prior to the meeting.

Competitors must be members of MSVR. Membership of MSVR is free of charge upon receipt of a valid race entry.

6. **SIGNING ON** - Signing on for all races will take place at the location specified in Final Instructions.

7. **DRIVER CHANGES** - Any application for change of driver or vehicle must be made in writing to the Secretary of the Meeting, in accordance with MOTORSPORT UK section D 25.1.12.

8. **SCRUTINEERING** - All vehicles must comply with Series/Championship Technical Regulations and the appropriate MOTORSPORT UK and Supplementary Regulations.

All competitors must present their cars for scrutineering at the place and times indicated in the Final Instructions. All cars must be available for inspection in a race ready state. No car may practice or race unless approved by the Scrutineers. Drivers must present racewear for inspection at this time. Entrants and Drivers must be present at scrutineering and sign the necessary indemnities at documentation.

Drivers must wear crash helmets and clothing as specified by FIA/MOTORSPORT UK Regulations during all practice sessions and races. These items must be available for scrutineering with the car.

Race numbers on cars must comply with MOTORSPORT UK J 4.

9. **TIMING** - All competitors are required to use an AMB TranX 260 or MYLAPS X2 transponder which can be either direct powered or battery.

10. **QUALIFICATION AND STARTS** - All drivers should complete a minimum of 3 laps and record a time in the appropriate session in accordance with the appropriate Series/Championship and Supplementary Regulations to qualify. Grid positions will be set in accordance with Q 12.9, except where amended by Series/Championship Regulations.

The Stewards of the Meeting may permit drivers of cars to start who have not reached the qualification minima providing they do not eliminate drivers who have qualified to start.

Grid formations and start procedures will be in accordance with the relevant Series/Championship and/or Supplementary Regulations. Judges of Fact will be appointed to determine false starts.

Pits assistance and refuelling will be in accordance with Series/Championship and/or Supplementary Regulations. Unless otherwise advise in Final Instructions or by Bulletin the mandatory speed limit of 60 kph will apply in the Pit Lane for all practice sessions and races.

The organisers will issue with the Final Instructions, specific Pit and Paddock Instructions and Fuel and Fire Regulations which will have the same force as these Regulations. Entrants must supply at least one fire extinguisher per car for their Paddock area.

11. **PENALTIES** – The Clerk of the Course may impose a Stop & Go or Drive Through penalty in accordance with MOTORSPORT UK regulation Q 12.26.
12. **AWARDS** - Prizes and awards will be in accordance with individual arrangements and Series/Championship Regulations.
13. **FINISH** - The end of the practice or race signal will be given at the finish line when the leading car completes the scheduled race distance or duration or any amended race distance or session.

After taking the chequered flag at the end of the practice sessions and races, competitors must exit the circuit in accordance with instructions which will be issued with the Final Instructions.

14. **PARC FERMÉ** - In addition to any Parc Fermé required for this Series/Championship by MOTORSPORT UK regulations, the Organisers may at their discretion specify as many Parc Fermé as may be deemed necessary for the proper conduct of the event.
15. **RESULTS** - Provisional results will be published, in accordance with regulations, as soon as possible after each race or at the end of the meeting and will be available from Race Administration. Provisional results will be published on the Official Notice Board
16. **COMPETITORS INSTRUCTIONS** - Any additional instructions published will be deemed to have the same power as these Regulations. Such additional instructions will be issued to competitors as official bulletins and displayed on the Official Notice Board.

Failure to attend the mandatory briefings for specific races may result in penalties in accordance with the appropriate Series/Championship and/or Supplementary Regulations.

The procedure for protests and appeals is in accordance with the 2021 MOTORSPORT UK Year Book Appendix C.

17. **TV / FILMING / VIDEO** - Should Filming of the event be advised in the Final Instructions then H 27 will apply. Video equipment must not be fitted to any vehicle without express permission from the circuit. Any driver/team transgressing this regulation may be penalised. Once permission has been obtained (if applicable) video equipment must be fitted to the vehicle prior to scrutiny and the scrutineer must be advised.
18. **SAFEGUARDING OFFICER** – The safeguarding officer for MSVR is Mr James Bolton King – James.King@msv.com.
19. **COMMERCIAL VEHICLES** - These Supplementary Regulations permit the use of commercial vehicles at this race meeting, in accordance with J.5.20.6.
20. **CHAMPIONSHIP POINTS** - Unless specified differently in Championship regulations, if a race is stopped and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance

In accordance with MSA General Regulation Q12.28.6 any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

21. **IMPORTANT NOTICES TO ALL COMPETITORS**
 - a) Although at present starting positions are intended to be based upon the times set in the scheduled qualifying periods, the Organisers reserve the right to use GR provisions Q 12.9 to form grids if practice periods are disrupted by adverse weather conditions. In such circumstances re-arrangements will be notified to competitors by way of bulletins/PA announcements issued by the Clerk of the Course.
 - b) False starts will be penalised in accordance with Q 12.14.
 - c) The below provisions, a) & b), will apply unless specific Championship or Series regulations specify otherwise:
 - a. In line with Q12.27. The Clerk of the Course reserves the right to delete any lap time set in qualifying on a lap when track limits are reported to have been exceeded.
 - b. Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Yearbook Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
 - d) All vehicles *must* be fitted with suitable towing eyes or in the case of single seaters, a clearly marked alternative to fit this purpose. *This will be checked at Scrutineering.*
 - e) All competitors are reminded that except while on the course, no Competition Vehicle may be driven at a speed exceeding 10mph without the specific approval of the Clerk of the Course. Vehicles must not be test-run on any of the circuit roadways.
 - f) Pit Lane – competitors must not exit the pit lane when the Red Light at the pit exit is illuminated.
 - g) MSV/MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track or other areas in the venue.
 - h) No child or young person below the age at which a driving licence may legally be issued, may ride a motor-cycle of any type within the circuit grounds or the paddock at any time.
 - i) No pegs or stakes may be put into the Paddock Tarmac or concrete surface. No painting or decaling of Pit Garage floors, walls or doors may be undertaken without the prior permission of the Circuit Management.
 - j) The Organisers may lead cars to the grid, from the Assembly Area, behind a Safety/Course Car to get grids formed up while the circuit may be partially blocked. In such circumstances competitors must be aware of and safely negotiate any partial blockage of the track.
 - k) Should any race generate more than one red flag the organisers reserve the right to reschedule it to the end of the programme time permitting.
 - l) All hospitality must be approved in writing in advance by MSV
 - m) Any hospitality set-up that includes food for more than 50 people may be subject to a charge.
 - n) A fine may be applied to any competitor that fails to clear the nominated areas in the times allotted.
 - o) Please see Appendix A for Health & Safety information and other circuit notices.
 - p) MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.
 - q) In cases where variations permitted by MOTORSPORT UK are provided for in specific Championship Sporting & Technical regulations these SR's respect and allow those variations.
 - r) The paddocks must be vacated by 21:00 hours on 24th July 2021.

22. OFFICIALS OF THE MEETING

Officials of the meeting will be listed in Final Instructions

Supplementary Regulations – Appendix A

Notice to Competitors

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.

No markings are to be made on the Circuit or paddock surfaces, the pit lane and pit garage floors.

Roadways and the firelanes in the paddock area are kept clear at all times. Any vehicle parked in these areas to be towed away.

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.

Competitors must not wash vehicles so as to cause an undue nuisance or partial flooding of the Venue or any part thereof.

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.

MSV may seek damages from the competitor in the event of an excessive cleaning-up operation caused through bad preparation or negligence.

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.

1. Storage and Use of Petroleum Spirit

- 1.1 A maximum of 25 litres of fuel can be stored inside each garage, at any one time.
- 1.2 All petroleum spirit must be stored in appropriate fuel containers complying with all relevant safety standards, away from any source of ignition.
- 1.3 All containers must be indelibly marked; "Petrol - Highly Flammable.
- 1.4 All empty containers must be removed from the venue after the event.
- 1.5 Generators should be powered by diesel and used in the open air.
- 1.6 Appropriate fire extinguishers must be readily accessible near any fuel store or refuelling activity.
- 1.7 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;
- 1.8.1 Petroleum spirit – Highly flammable
- 1.8.2 No smoking and remove all ignition sources
- 1.8.3 Switch off engine
- 1.8.4 Open all doors and shutters – Good ventilation required
- 1.8.5 Check location of your nearest fire extinguisher
- 1.8.6 Maximum 25 litres of fuel stored in this garage
- 1.9 A no smoking ban and no ignition sources in the vicinity must be enforced by the person in charge of the refuelling process.
- 1.10 A vehicle must be cooled before refuelling.
- 1.11 Drivers and passengers must be outside a vehicle during refuelling and it's recommended all personnel stand a minimum 3m away.
- 1.12 When refuelling is in process a second person must be nearby, ready with a fire extinguisher.
- 1.13 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.
- 1.14 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.

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 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 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).
- 2.4 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.

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 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.
- 4.2 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.
- 4.3 Barbecues and cooking equipment are prohibited in pit areas, including garages.
- 4.4 Fire extinguishers must be annually serviced or inspected, with the date displayed on the bottle, for checking.
- 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 All fires must be reported immediately to an official, marshal or other member of staff, even if extinguished.
- 4.11 Personnel must be trained in the correct use of fire extinguishers.
- 4.12 MSV permission is required before hot works commence on site.
- 4.13 All fire notices and orders to evacuate must be complied with.
- 4.14 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 eg. trained using harnesses and ropes, or handrails.
- 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 No one is permitted to spectate from a truck roof, tail lift, generator, waste bin, or other infrastructure on site.
- 5.8 Manufacturer's guidance to be followed when using ladders, step ladders and all working at height equipment.
- 5.9 Domestic ladders or step ladders must not be used on site, only commercial ladders and step ladders.
- 5.10 All ladders, step ladders and any equipment must be checked for damage and removed from use where faulty.
- 5.11 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, including bicycles, where permitted.
- 6.2 Public (and children) are permitted in working paddock areas, therefore drivers/riders must take extra care in these tight localised areas.
- 6.3 Venue signage must be adhered to.
- 6.4 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).
- 6.5 All personnel using vehicles on site must hold the relevant current UK driving license (or equivalent).
- 6.6 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.

- 6.7 All vehicles must at all times, keep to the marked roads when moving around the Venue.
- 6.8 Tail lifts must never be left in the middle position; they must either be fully lowered or closed after loading/unloading.
- 6.9 Children are not permitted to ride scooters at any time, or be carried as passengers.
- 6.10 Mobile phones must not be used whilst riding or driving.
- 6.11 Keys must be removed from the ignition of all vehicles when parked or not in use.
- 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).
- 6.14 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).
- 6.15 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.
- 9.9 Drones are prohibited from site (unless flown by a professional operator with CAA permission, insurance and pre-authorisation paperwork signed by the Circuit Manager).

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 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.
- 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. Track Regulations and Governing Bodies Regulations

- 17.1 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

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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 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.

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. Track Regulations and Governing Bodies Regulations

17.1 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.

MOTORSPORT UK COVID-19 GUIDANCE FROM 19 JULY 2021

Competitors, Multicar Preparers, Officials, Marshals, Recovery and Rescue.

The contents of this document have been carefully considered in light of the ongoing COVID-19 global pandemic and current UK Government guidelines. Requirements made within Motorsport UK events are centred around the importance of keeping our events and community safe from transmission of the disease and allowing all persons involved to feel ultimately safe and comfortable.

This document supersedes the previously published guidance for events in England. Any club or organiser may however continue with the previously published guidance or parts thereof, in lieu of this document.

Within your roles, you will be governed by our guidelines explained below. The following criteria details reasonable and practical steps to safeguard the health and safety of everyone working together in relation to COVID-19.

Health Declaration

- You are not required to complete a Health Declaration; however, we do request that you monitor your own health and wellbeing, stay aware of potential COVID-19 symptoms, and do not attend the event if you suspect any illness
- If you develop COVID-19 symptoms at any time, please report it immediately to the club COVID Officer via mobile phone and leave the premises, with as little contact with other individuals as possible
- Anyone with COVID-19 symptoms must not attend any events, or if on site, leave and self-isolate immediately
- If you are identified as a close contact of a COVID-19 positive person, do not attend the site. If already at the event, leave and self-isolate immediately

Clinically Vulnerable

- Please refer to the government guidance on protecting people who are clinically extremely vulnerable [HERE](#)

COVID-19 Testing

- We strongly encourage you to be mindful of potential COVID-19 infections and suggest that you may wish to take a Lateral Flow COVID-19 Test to check your wellbeing before attending events.
- Lateral Flow COVID-19 Tests can be obtained in advance, free of charge from <https://www.gov.uk/order-coronavirus-rapid-lateral-flow-tests>
- Results can be logged on <https://www.gov.uk/report-COVID19-results>

Social Distancing

- Whilst the public are now not required to social distance, we encourage our members to maintain their distance from other individuals outside of their social bubble to avoid becoming a close contact of COVID-19.
- A close contact is defined as:
 - Anyone who lives in the same household with another person who has COVID-19 symptoms or has tested positive for COVID-19
 - Someone who has had any of the following contact with a person that has tested positive for COVID-19:
 - Face-to-face contact under 1m, including being coughed on, or having face-to-face conversation
 - Been within 1m for one minute or longer without face-to-face contact
 - Been within 2m of someone for more than 15 minutes (either as a one-off contact, or added up in total over one day)

Track and Trace

- Organisers are encouraged to continue retaining details of participants where practicable

Face Coverings

- We strongly encourage face coverings to be worn in high density areas, all public areas, indoor settings – except when eating or drinking
- Individuals may choose to wear a mask and officials in certain circumstances may request that you do so, and these situations/requests must be respected
- See international traveller section below

Cleaning and Hand Hygiene

- Wash hands with soap and warm water for 20 seconds regularly, and before eating, drinking, or touching the face
- Sanitise hands before and after handling equipment or shared objects
- Ensure regular cleaning of work items with enhanced attention to touch points in working areas
- Radios should continue to be sanitised at pick-up and drop-off due to aerosol risks

Ventilation

- Ensure windows and non-fire doors are kept open whenever possible to enhance flow of fresh air
- Make sure ventilation systems are kept running, as they run fresh air through the buildings from the outside
- Any necessary contact activity should be outside if possible; COVID-19 virus particles disperse most efficiently in open air

Signing on and self-declaration

- Each individual club can now choose their preferred approach to signing-on and self-declaration
- Signing-on and self-declarations by the use of paper copies before the event is permitted, however we strongly encourage the use of online signing-on systems
- Clubs are permitted to generate a self-declaration form to accommodate for their discipline needs. If this is the case the form must contain the Motorsport UK declaration and required fields unmodified. Additional information is permitted

Pre-Event Scrutineering

- The format of scrutineering can now be decided by each individual club, allowing the return of the pre COVID-19 Scrutineering format, or amending the current approach by increasing the number of cars scrutineered on the event but no less than 10%
- All Competitors must continue to submit a pre-event Declaration

On-Event Documentation

- While we encourage that electronic document exchange remains, organisers may revert to printed documentation where it is considered appropriate

Marshals, Scrutineers, Clerks and Stewards

- Marshal posts and Scrutineering teams can return to full capacity in all disciplines
- Radio Marshals can return to using one vehicle during the event, it is recommended windows are open where possible to increase ventilation and radio sanitisation applies as above
- Scrutineers are permitted to carry out Safety and Technical checks with physical contact on the equipment. We encourage the use of hand sanitizer before and after handling the competitor's equipment
- Track Inspections must continue to be undertaken by the Clerk of the Course who will report back to the Event Steward(s)

COVID-19 Officer

- The role of COVID-19 Officer can now be undertaken by the Meeting Steward(s) who will include their observations within their submitted report. A briefing document supplied to the Motorsport UK Steward will be copied to the Organiser. Where a Motorsport UK Steward is not appointed for an event, the Clerk of Course can take on this role.

Trainee Scrutineers, Marshals, Clerks and Stewards

- Trainee Officials are now permitted to attend events to continue their on-event training and carry out their upgrade assessments, this includes entering Race Control and other areas in a shadowing capacity

Vehicle Occupancy / Driver Changes

- It is strongly recommended that a record of occupants sharing a vehicle be retained and contact areas be sanitised between driver/occupant changes

Alcohol Testing

- Organisers wishing to undertake breathalyser tests should do so only where single use apparatus are used under sanitised conditions

International Travellers

- International Travelers and holders of a Motorsport UK Travel Exemption Letter will be required to socially distance from non-participants of a meeting and wear a Face Covering/Mask when social distancing is not possible
- Garages or hospitality areas must be restricted access separating the international traveller from spectators, or individuals not within the team. This can be done using tape or barriers.

Spectators

- Spectators are now permitted to attend events; however, we encourage reducing the mixing of the spectators and competitors by keeping both bubbles separate where possible

Oulton Park



| CIRCUIT KEY: | |
|---------------------|---------------------|
| PARKING | FUEL |
| TOILETS | FOOTPATHS |
| FIRST AID | FOOD |
| OLD HALL SUITES | PIT GARAGES |
| RACE CONTROL | SCRUTINEERING |
| CHEQUERS RESTAURANT | FOGARTY MOSS CENTRE |
| RALLY HUT | PADDOCK SHOP |

