



Bonhams



ST. JAMES'S PLACE
WEALTH MANAGEMENT

HAGERTY
CLASSIC CAR INSURANCE

THE VINTAGE SPORTS-CAR CLUB

Wiscombe Park Hill Climb

Sunday 8 May 2016

**COMPETITORS'
INSTRUCTIONS**





Vintage Sports-Car Club
Wiscombe Park Hill Climb
Sunday 8 May 2016
MSA Permit Number – 94806



Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations

COMPETITORS' INSTRUCTIONS

Thank you for your entry to our Wiscombe Park Hill Climb. You will find enclosed these Instructions and Entry List. **A Paddock Pass and your Entry Tickets have been posted to you seperately.** Please note that as per last year, we are using professional gate staff and payment will be expected from anyone without entry tickets – please don't leave them at home. Wiscombe Park is about eight miles SE of Honiton in Devon, and is best approached from the West, off the B3174. The postcode is EX24 6JE for those of you using a SatNav. The venue is well sign-posted; look out for event signage.

There is an event taking place at the venue on the Saturday which some of you may have entered. The organising Club have stated that there will be no access to VSCC competitors to the top paddock until 1700 at the earliest on the Saturday. Please respect this instruction and make alternative arrangements if necessary. If you arrive early, you may be required to pay an admission fee.

The only way of approaching the bottom paddock is down the main drive, but this entrance can only be used once the event taking place on the Saturday has finished, and will close at 0845 on the Sunday. It is vital that competitors are in the paddock by this time on the Sunday. Upon arrival in the paddock, please park in your allocated area which will be marked with your car and/or class number. A paddock plan will be on display.

1. TIMETABLE

0745	Signing-on opens for Classes 1 - 5
0800	Scrutineering Starts – Scrutineers will come to you in your allocated paddock area
0815	Signing-on opens for Classes 6 - 13
0845	Signing-on opens for Classes 14 - 17
	Walk the course closes
0900	Practice runs start
1000	Signing-on closes
1300 (approx)	Lunch Break
1400	Competitive runs start

Timings may change – please listen out for paddock announcements

2. AMENDMENTS/ADDITIONS TO THE SUPPLEMENTARY REGULATIONS

SR3	MSA Permit Number	94806
SR15	MSA Steward	tba
	Chief Timekeeper	tba
	Secretary of the Meeting	G Price

3. NON-STARTS

If you find that you will not be able to start the event, please let the Secretary of the Meeting know as soon as possible. Up until 1700 on Friday 6 May, please call 01608 644777 (ext 4) and advise the Competition Department; thereafter, please call 07734 030999.

4. PADDOCK ARRANGEMENTS

The paddock can become very difficult to manage because of unauthorised and thoughtless parking. Our hosts have made comment over the past few years regarding the excessive number of non-competing cars in the main paddock. Trailers from Classes 13 - 17 will have a designated parking area to the side of the main paddock. All other support cars and trailers must be left in the designated area in the top car park where you enter the venue. Sports-Cars are to be unloaded from their trailers in the top car park and driven into the paddock.

5. SIGNING-ON AND SCRUTINEERING PROCEDURES

Please allow competitors in Classes 1 – 5 to sign-on first as they practice first. Competitors in Class 6 onwards will be politely turned away from signing-on until their allocated time as shown in the timetable above.

When you sign-on and have your licence examined, you will be given a chit to pass to a scrutineer. Stay with your car until it has been seen by a scrutineer who will exchange your signing-on chit for a scrutineering label which must be fixed to your car. You must also present your safety clothing, including gloves and crash helmet.

6. WALKING THE COURSE

All competitors may walk the Course taking note of the various features and the Flag points. Competitors may do so on the Saturday evening and on the Sunday morning, but this must be completed by 0845. Please be aware of vehicles on the Course that may be travelling in both directions.

7. PRACTICE

Once you have signed-on and had your car scrutineered, and perhaps walked the Course, practice runs will start at 0900 and you must complete at least one practice run to then take part in the afternoon's competitive runs. It is very important for you to keep yourself aware of any paddock announcements, especially during the practice period. You must practice in class order as indicated in the timetable below – please note which batch your class is in, and be ready to practice with your batch accordingly. Anyone who is unable to make their allocated practice batch must report to the Clerk of the Course and may be given an alternative batch. All timings are approximate – watch what is happening and listen for paddock announcements to make sure that you do not miss your practice batch.

ENSURE YOUR CAR IS SCRUTINEERED IN TIME FOR YOUR PRACTICE BATCH

0900 – 0930	Classes 1 - 5		1100 – 1130	Classes 1 - 5
0930 – 1010	Classes 6 – 13		1130 – 1210	Classes 6 – 13
1010 – 1040	Classes 14 - 17		1210 – 1240	Classes 14 – 17
1040 - 1100	All Shared Cars		1240 - 1300	All Shared Cars

8. DRIVERS' BRIEFING

There may be a drivers' briefing should the Clerk of the Course deem it necessary. A paddock announcement will be made if a briefing is called.

9. TIMED RUNS

Drivers will be given the opportunity to complete two official competition runs during the afternoon. These will be in class order in the same fashion as the morning practice runs.

10. FLAG SIGNALS

When ascending the Hill, should a ref flag be shown ahead, stop at once and await instructions from a Track Marshal.

11. FINISH PADDOCK

After completing your run, park as directed by the marshals and remain near your car until the signal to return down the hill is given. Your times will be available at the printer in the top paddock on the outside of the Martini Hairpin. Stopping or overtaking on the course is forbidden during descent. In compliance with S9.2.1, helmets, goggles and gloves must be worn whilst descending the hill and you are not allowed to carry a passenger.

12. PRACTICE AND COMPETITIVE TIMES

These will be displayed on a board near the Control Office in the paddock. Times are also available in the top paddock and are displayed beyond the finish line. Changes to handicap times and any other Official notices will also be posted at the Control Office.

13. SILENCING

Any car not properly fitted with a silencer will not be allowed to run. Every car will be noise tested; the maximum noise level are as detailed in J5.18 and Chart 5.18 of The MSA Yearbook, 2016.

14. PADDOCK SAFETY

To drive up the Paddock, you may only use the road, however, you may drive downhill on the grass. Please remember, if the grass is wet, it will be very slippery – DRIVE SLOWLY so that you can safely stop. Do not park on the roadways, even while awaiting your run unless called forward by a marshal. Use the two assembly areas for this purpose - you will be blocking the way for competitors returning to their place in the paddock.

You are reminded of K14.2 – no engine shall be run with the gears engaged whilst the car has any driven wheels not in direct contact with the ground, unless all moving parts are adequately guarded and a competent person is seated in the driving seat.

15. WATER

Bring any water you may need with you; there is no water available at the venue

16. FITMENT OF ONBOARD CAMERAS

Competitors must make themselves familiar with MSA J5.21. Should you wish to run an Onboard Camera, this must be securely mounted and ready for inspection at Scrutineering. Once this inspection has been passed the Scrutineers will issue a 'Passed Onboard Camera Inspection' sticker. This sticker will be inspected in the Assembly Area before you are permitted onto the circuit. The presentation of a competing vehicle in Assembly with a Onboard Camera fitted, but failing to display a Camera Inspection sticker may result in you not being allowed onto the circuit and will result in you being reported to the Clerk of the Course.

17. ALCOHOL BREATHALYSER TEST

In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to a alcohol breathalyser test as required. The Club approved equipment used for testing are 'AlcoSense Ultra' breathalysers within valid calibration periods of their current calibration certificates. Calibration and maintenance of the devices will be undertaken by AlcoSense Breathalysers. A Driver or Official who is considered to be possibly unfit due to consumption of alcohol will not be permitted to participate. Such persons may request a re-test after a period of at least 60 mins. If the Driver or Official is still considered unfit following the second test he/she remains ineligible to participate. Should a Driver not participate in either qualifying or a race / timed run due to the possibility of being unfit due the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of Course. In addition to the test, the Clerk of the Course and/or the Secretary of the Meeting may, at their sole discretion, direct that a test be carried out on any Driver or Official at any time during the meeting should they consider there are grounds for doing so. The results of all breathalyser tests remain confidential between the Secretary of the Meeting, the Clerk of the Course and the Driver or Official concerned. Refusal or withdrawal of consent to take a breathalyser test will be treated as a failure of the test and the Driver or Official shall be excluded from participation at the meeting.

ENTRY LIST

Class	No	Owner / DriverName	Car	ccS	Year	Hcap
1	1	Miss Vicki ROYSTON	AUSTIN 7 ULSTER REPLICA	750	1930	75.00
1	2	Robert RHODES	AUSTIN 7 EA SPORTS REPLICA	747	1930	73.00
1	3	Don ADAMS	AUSTIN 7 ULSTER REPLICA	750	1929	72.50
1	4	Peter HOWAT	AUSTIN 7 ULSTER	747	1931	72.00
1	5	Christopher GOULD	AUSTIN SEVEN TT REP	747	1929	68.00
1	6	Richard BUTTERWORTH	AUSTIN 7 TYPE 65	802	1934	67.50
1	7	Freddie SMITH	AUSTIN 7 ULSTER	747	1929	67.00
1	8	Dr Damian GARDNER-THORPE	AUSTIN 7 SUPERSPORTS	747 S	1930	63.00
2	10	Mrs Dianne WEEKS	RILEY ULSTER IMP	1087	1934	76.00
2	11	Gyles COOPER	SALMSON GSS	1086	1926	73.00
2	12	Roland WOODTLI	RILEY BROOKLANDS	1087	1930	68.00
2	14	Philip COOMBS	MG J2	848	1933	67.50
2	15	Brian GALBRAITH	MG J2	847	1933	67.00
2	16	J.M.Green(Thomas GREEN)	HRG 1.5 LITRE	1496	1937	63.00
2	17	Frank ASHLEY	MG M TYPE	847	1929	63.00
2	18	A.A.Clear(Andrew BAKER)	RILEY BROOKLANDS	1087	1930	62.50
2	19	David KEEFE	RILEY BROOKLANDS	1087	1928	62.00
2	20	Duncan POTTER	MG MONTLHERY MIDGET	746 S	1931	60.00
2	21	Andrew MORLAND	MG PA	747 S	1934	59.50
2	22	N.F.Allen(Edward WILLIAMS)	AUSTIN ULSTER	747 S	1930	56.50
2	23	Jeremy FLANN	AUSTIN 7 SUPERSPORTS	747 S	1928	55.00
2	718	Allen CLEAR	RILEY BROOKLANDS	1087	1930	62.50
3	30	Richard WHITE	WOLSELEY HORNET	1271	1930	68.50
3	31	G.Holdsworth(Mrs Rachael HOLDSWORTH)	MG PB	939 S	1936	67.00
3	32	Trevor TARRING	FRAZER NASH SUPER SPORTS	1496	1927	67.00
3	33	Graham WHITE	LEA-FRANCIS HYPER	1496	1928	63.50
3	34	Colin POYNTER	LEA-FRANCIS ULSTER OPEN 4STR	1496	1928	63.00
3	35	Miss Annabel JONES	FRAZER NASH BOULOGNE VITESSE	1496	1926/29	62.00
3	36	John DEVEUVE	RILEY 2 SEATER	1496	1935	61.00
3	37	Locky MCKENZIE	BUGATTI BRESCIA	1496	1920/26	60.00
3	38	Mark GROVES	FRAZER NASH TT REP EMERYSON	1496	1936	56.00
3	39	David KNIGHT	FRAZER NASH SUPER SPORTS	1496	1928	56.00
3	40	S.A.Blakeney-Edwards(Mrs Jo BLAKENEY-EDWARDS)	FRAZER NASH SUPER SPORTS	1496	1929	55.00
4	50	Anthony NORTON	ALVIS 12/50 TJ	1645	1932	70.00
4	51	Dr Matt VINCENT	FRAZER NASH TT REPLICA	1667	1934	64.50
4	52	Roger LEAR	LEA FRANCIS S HYPER	1496 S	1929	64.00
4	53	Geoffrey DELANEY	LEA-FRANCIS HYPER	1496 S	1930	61.00
4	54	Peter TIERNEY	LEA-FRANCIS HYPER	1496 S	1930	60.00
4	55	Jeremy BREWSTER	LEA-FRANCIS P TYPE	1496 S	1930	53.50
5	60	Iain WARNER	BENTLEY 3 LITRE	2996	1927	73.00
5	61	Paul TUNNICLIFFE	BENTLEY 3 LITRE	2996	1926	72.50
5	62	Stephen WICKERS	BENTLEY 3 LITRE	2996	1926	70.00
5	63	Dick WILKINSON	ALVIS SILVER EAGLE SPORTS	2148	1929	68.00
5	64	Christopher FORREST	TALBOT 105	2969	1934	65.00
5	65	Mac HULBERT	ALVIS SILVER EAGLE	2148	1929	60.00
6	70	W.M.Collis(Paul COLLIS)	SUNBEAM TWIN CAM TOURER	3300	1926	68.50
6	71	Michael ROGERS	VAUXHALL 30-98	4225	1926	66.50
6	72	Andrew DIXEY	VAUXHALL 30-98	4224	1927	65.00
6	73	Roland DUCE	DELAHAYE 135 M	3500	1937	62.50
6	74	John FACK	RAILTON LIGHT SPORTS	4200	1935	57.00
6	75	Trevor SWETE	INVICTA S TYPE	4467	1931	55.50
8	90	Stephen HUGHES	RILEY 9	1098	1930	76.00
8	91	Christopher ROWLAND	RILEY 9	1087	1937	59.00
8	92	Graham BECKETT	AUSTIN 7 SIMPLICITY	747	1930	59.00
8	93	David FURNELL	AUSTIN 7 THE TOY	747	1930/31	56.50
8	94	Kevin MORTON	RILEY 9 SPECIAL	1089	1931	56.50
9	100	Barry BAXTER	WOLSELEY HORNET SPECIAL	1271	1932	71.00
9	101	Simon BOWYER	LEA FRANCIS P TYPE	1500	1928	65.00
9	102	L.Lord(Mrs Barbara LORD)	RILEY FALCON	1496	1936	61.00
9	103	Dennis BINGHAM	RILEY FALCON SPECIAL	1496	1935	60.00
9	104	Paul COMPTON	WOLSELEY AEREES SPECIAL	1410	1934	59.50
9	105	David RALLS	RILEY SPECIAL	1496	1937	58.00
9	106	S.P.Kelleway(Mrs Sara KELLEWAY)	RILEY 12/4 SPECIAL	1496	1936	58.00
9	107	Stuart EVANS	MG J MIDGET SPORTS	850 S	1932	58.00
9	108	Alexander HEWITSON	RILEY 12/4 SPECIAL	1496	1937	58.00
9	109	Dr Christopher DOWNHAM	RILEY 9 ULSTER IMP REPLICA	1496	1935	58.00
9	110	Clive RIDES	RILEY WAGTAIL SPECIAL	1496	1934	58.00
9	111	Jonathan GREEN	RILEY 12/4 SPECIAL	1496	1928/35	57.00
9	112	Hamish GRANT	RILEY 12/4 KESTREL SPL	1496	1935	56.50

Class	No	Owner / DriverName	Car	ccS	Year	Hcap
9	113	Simon KELLEWAY	RILEY SPRITE 12/4	1496	1937	55.50
9	114	Greg LERIGO	RILEY SPECIAL	1496	1932/35	52.50
9	115	Dr David PRYKE	MORGAN/RILEY 4/4	1496	1936	49.50
10	120	Mark HODGINS	ALVIS SILVER EAGLE	2800	1929/34	69.00
10	121	Mrs Jane TOMLINSON	ALVIS 12/50	1650	1928	66.00
10	122	Simon SKELDING	AC 16/80 SPECIAL	1911	1936	61.00
10	123	Gerald WILTON	RILEY SPECIAL	1498 S	1938	59.50
10	124	Paul WESTON	FRAZER NASH TT REPLICA	1991	1933	58.00
10	125	Christopher TABOR	RILEY SPECIAL	1500 S	1935	58.00
10	126	Robin BALMAIN	ASTON/RILEY INTERNATIONAL	2443	1931/39	57.50
10	127	Rod BRIGGS	AC 16/70	1991	1935	57.50
10	128	Ron TURNER	WOLSELEY HORNET SPECIAL	1604 S	1934	56.00
10	129	Duncan FISH	ALVIS 12/70	1842 S	1938	55.00
10	130	Dr. Charles PITHER	FRAZER NASH ULSTER	1496 S	1931	52.50
10	131	Ian BINGHAM	FRAZER NASH GEOGHEGAN SPECIAL	1991	1928	52.00
10	132	Dudley STERRY	HRS SPORTS	1496 S	1937/39	51.00
10	133	Charlie WHITE	FRAZER NASH AC		1922/30	
11	140	Andrew CHEYNE	LAGONDA 3 1/2 / 4 1/2 LITRE	4453	1934	69.00
11	141	Peter COBB	FRAZER NASH TT REPLICA SPECIAL	1496	1938	60.00
11	142	Hugh MCGAREL-GROVES	DELAGE DM SPORT	3200 S	1927	60.00
11	143	Trevor HIRST	ALVIS FIREFLY SPECIAL	3571	1933	59.00
11	144	Toby KIRKBY	BENTLEY 3/4.5	4398	1923	56.00
11	145	T.Walker(Tom WATERFIELD)	GN SPECIAL	3285	1922/29	53.00
7	150	Lady L.Collings(Roger COLLINGS)	ZUST BRIXIA	4714	1912	80.00
7	151	Robert FRANKCOM	TALBOT 25/50	4533	1913	80.00
12	152	Geoff SMITH	PICCARD-PICTET STURTEVANT AERO SPL	9062	1918	55.00
12	153	Guy LACHLAN	FAFNIR HALL-SCOTT SPECIAL	10000	1914/18	62.00
13	160	Iain ROCHE	AMILCAR CGSS	1075	1928	63.00
13	161	Miss Francesca WILTON	AUSTIN S/S	749	1935	62.00
13	162	P.M.Enticknap(Benjamin ENTICKNAP)	GN SPECIAL 'PHOENIX'	980	1922	60.00
13	163	Stuart ROPER-MARSHALL	AUSTIN 7 SPECIAL	747	1934	57.50
13	164	William LEITH	AUSTIN 7 SPORTS	747	1931	55.50
13	165	A.W.Purnell(Mark PURNELL)	RILEY SPECIAL	1087 S	1936	55.50
13	166	Chris HUBBLE	AUSTIN 7 ULSTER REPLICA	747 S	1932	55.00
13	167	Mark ELDER	AUSTIN SPORTS SPECIAL	747	1930	55.00
13	168	Gary CLARE	GRANNIE .	1100	1928	54.00
14	170	Yushan NG	GN AKELA	1493	1922	64.00
14	171	Andrew WILSON	FRAZER NASH NORRIS SPECIAL	1482 S	1925/28	56.00
14	172	Paul BAKER	RICHARD BOLSTER SPECIAL	1318 S	1923/32	51.00
14	173	Mrs Sue DARBYSHIRE	MORGAN SUPER AERO	1229	1929	50.00
14	174	Iain STEWART	MORGAN SUPER AERO	1260	1929	50.00
14	175	Terry CRABB	ERA R12C	1486 S	1937	47.00
14	176	Robert COBDEN	RILEY FALCON SPECIAL	1496 S	1937	47.00
15	180	Douglas HUNTLEY	BUGATTI TYPE 30	1991	1925	68.50
15	181	Jade DEARLING	GN/ARIEL KN IV	2000	1922/38	60.00
15	182	Graham MEYER	MG KN SINGLE SEAT	1706	1934	58.00
15	183	Alastair HUNT	GN 5/5	1773	1922	55.00
15	184	Andrew HADFIELD	WOLSELEY HORNET SPECIAL	1750 S	1935	52.50
15	185	Edmund BURGESS	BUGATTI TYPE 51	2300 S	1932	51.50
15	186	Ian BAXTER	ALTA 61 I.S. SINGLE SEAT	1960 S	1937	49.00
15	187	Tony LEES	AC/GN COGNAC	1991	1925	49.00
15	188	B.H.Fidler(Nicholas TOPLISS)	ERA R4D	2000 S	1938	46.50
16	190	Peter BUTLER	BENTLEY 3/4 1/2 LITRE	4398	1924	57.00
16	191	John BURNETT	TRIANGLE SKINNER SPECIAL	4168	1931/37	57.00
16	192	Tom WALKER	AMILCAR-HISPANO SPECIAL	11760	1930	48.00
16	193	Julian GRIMWADE	FRAZER NASH SINGLE SEAT	3571	1934	48.00
17	200	Colin ROGERS	EMERYSON F3	500	1951	58.00
17	201	John DENT	COOPER MK VI	498	1952	55.50
17	202	Mike WOOD	IOTA CBP	500	1950	55.50
17	203	Alan HARRISON	COOPER T56	1099	1960	55.00
17	204	J.Wilton(Miss Stephanie WILTON)	COOPER BRISTOL MK II T23	1971	1953	54.00
17	205	Angus FROST	COOPER MK 4 F3	500	1950	52.00
17	206	Alistair DENT	HORNET F3	500	1948/55	49.00
17	207	S.P.Rolt(Ms Phoebe ROLT)	ELVA FJ TYPE 200	1098	1960	48.50
17	208	Miss R.Ross(Richard ASHFORD)	COOPER T9	1100	1948	48.50

SAFETY GUIDANCE NOTES FOR USE BY ENTRANTS AND COMPETITORS

1 Storage and Use of Petroleum Spirit

- ❖ All petroleum spirit must be stored in metal containers complying with the relevant Legislation and British Standard, away from any source of ignition.
- ❖ All containers must be indelibly marked "Petroleum Spirit – Highly Flammable."
- ❖ All empty containers must be capped and removed from the venue after the event.
- ❖ Petrol is to be used as a fuel only, and not for any other purpose.
- ❖ All vehicle refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.
- ❖ Your attention is drawn to the Petroleum (Consolidation) Act 1928, the Petroleum Spirit (Motor Vehicles) Regulations 1929 and the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR) 2002

2 Hazardous Substances

- ❖ Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- ❖ 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.
- ❖ Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request. Where hazardous substances are brought on site a Material Safety Data Sheet (MSDS) must be available on request.
- ❖ Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 2002 must be complied with.

3 Electrical Safety

- ❖ All electrical equipment must be maintained in a safe condition.
- ❖ Extension lead cables should be flexible and not of semi-rigid cable of the type used for household wiring. Neoprene covered cable will resist damage by oil.
- ❖ All electrical equipment to be used externally should be weatherproof.
- ❖ Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against shock.
- ❖ Reduced voltage equipment or residual current devices should be used where possible;
- ❖ 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.
- ❖ Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4 Fire Precautions

- ❖ All potential sources of ignition should be kept away from petroleum spirit and vapours.
- ❖ The lighting of barbecues is prohibited in the paddock and pits area.
- ❖ All teams should carry a suitable fire extinguisher in accordance with the MSA/ACU/MCRCB regulations.
- ❖ Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
- ❖ All fires must be reported immediately to an official or member of the venue management.
- ❖ Teams are encouraged to train their members in the correct use of fire extinguishers.
- ❖ All fire notices and orders to evacuate must be complied with.

5 Compressed Air Equipment

- ❖ Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- ❖ All airlines should be in good condition and be inspected regularly.
- ❖ Always stand clear when inflating tyres.
- ❖ Any form of horseplay involving compressed air or gas is prohibited.
- ❖ Compressed gas cylinders should be stored in accordance with the relevant working practices.
- ❖ Where any person is at work the requirements for the Pressure Systems Regulations 2000 and The Provision and Use of Work Equipment Regulations 1998 must be complied with.

6 Jacks and Axle Stands

- ❖ Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicle weight safely.
- ❖ Jack vehicles only on level undamaged floors or a suitable and strong temporary surface.
- ❖ Use the hand brake and/or chocks to stop the vehicle moving.

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

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

7 General Working Practices

- ❖ All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
- ❖ All spillages should be cleaned up immediately.
- ❖ All trailing wires and hoses should not be allowed to create a trip hazard.
- ❖ Whenever vehicle engines are being run, adequate ventilation must be ensured.
- ❖ All safety notices must be complied with.
- ❖ Any person carrying out any work must ensure that they adopt safe working practises at all times, and comply with any relevant statutory provision and/or published guidance.

8 Noise

- ❖ Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- ❖ All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
- ❖ Where any person is at work the requirements of the Noise at Work Regulations 1989 must be complied with.

9 Manual Handling of Loads

- ❖ Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.
- ❖ Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

10 Waste

- ❖ All waste oil must be placed in containers marked "waste oil."
- ❖ Waste tyres and empty petrol/oil containers should not be left at the venue.
- ❖ Teams and competitors 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.
- ❖ Your attention is drawn to the requirements of the Environmental Protection Act 1990.

11 Vehicle Safety

- ❖ A 10 mph speed limit is in force in all public areas, including paddocks and service roads at this venue. This applies to all vehicles, including moped and motorcycles, with the exception of emergency vehicles attending an incident.
- ❖ Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving license or its international equivalent.
- ❖ Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle license or its international equivalent.
- ❖ Motorcycles should not be ridden in spectator areas

12 First Aid

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

13 Public Safety

- ❖ Competitors and entrants should be aware that the paddock is open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- ❖ Competitors and entrants should exercise particular caution when the paddock is busy.

14 Incident Reporting

- ❖ 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.

15 FIM/FIA/MSA/ACU/MCRCB

- ❖ Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these Guidance Notes should be read in conjunction with other relevant regulations.