

NHMC Cadwell Stages Rally

Sunday 15th November 2015

A round of :

- The Motorsport News Circuit Rally Championship in association with MSVR, sponsored by Coronado Controls featuring the Michelin Cup
- The Alexander Calder Financial EMAMC Single Venue Stage Rally Championship 2015 (supported by Slicks Tyres)
- The Roadrunner Phoenix Awards ANEMMC Sealed Surface Rally Championship 2015 (supported by Pantry Catering and Slicks Tyres)
- The ANWCC Stage Rally Championship
- The Kick Energy Junior 1000 Rally Championship



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FINAL INSTRUCTIONS



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FINAL INSTRUCTIONS – COMPETITORS’ BULLETIN 1

Thank you for your entry, your start number is on the enclosed entry list. Please check your details and if anything is wrong can you inform the Entries Secretary, Gavin Heseltine (01430 440114 or 07561 523404, email: entries@NHMCCadwellStages.org.uk) as soon as possible.

Entry to the venue

Six entrance tickets have been posted to the nominated person on the entry form (except for registered contenders in the Motorsport News Circuit Rally Championship). Separate vehicle passes will NOT be issued. Each ticket will admit one adult or child; children under 13 do not require tickets. All children must be supervised by a responsible adult at all times. Additional tickets may be purchased directly from MSV (0843 453 9000 or their web-site) up to noon on Wednesday at a discounted rate of £8. To get the discounted rate a promotional code must be quoted. If you need the promotional code, please contact the Entries Secretary for it.

Anyone leaving the venue on Saturday night must inform MSV Security and retain their ticket for admission on Sunday. Anyone leaving the venue on Sunday may not be re-admitted (without paying) if they have previously surrendered their ticket.

Enter via the main gate (122/286811). Competitors should use the left-hand entrance gate. The full address is Cadwell Park Circuit, Louth, Lincolnshire, LL11 9SE.

No animals are allowed except assistance dogs. Any person found with animals (other than assistance dogs) will be removed from the venue. This is an MSV requirement which will be enforced by MSV.

Vehicle Parking

All trailers must be unloaded outside the service area; please do not obstruct the access roads. Trailers should be left in the designated trailer parking area, NOT in the service area.

NHMC are running a track day until 13:00 on Saturday.

Only designated service vehicles are permitted in the service area. All other vehicles must be left in the car park.

Noise Test & Scrutineering

After unloading your car proceed to the noise test. The noise test is located in the uppermost level of the Service Area (to the right of the access road) and will be arrowed.

The pre-event noise test will be in accordance with J 5.1.8 and R 4.1 (100 dB(A) at 0.5 m). Further noise tests may be carried out during the event.

RACING ENGINES ARE NOT TO BE RUN BEFORE 08:30 OR AFTER 18:45. This is an MSV requirement. The only exceptions are for unloading, noise test and scrutineering.

Noise test and scrutiny (as well as documentation) will be at the following times. **Sunday** scrutineering is **only** available to those competitors who ticked the box on the entry form.

We would like as many competitors as possible to scrutineer on Saturday

Saturday 14th November 14.00 to 18.00

Sunday 15th November 07.00 to 08.00

Note that the last two stages may run in darkness – any auxiliary lights you intend to use must be in place for scrutineering.

At the noise test you will be issued with a scrutineering and documentation progress sheet. After noise, report to scrutineering in the Scrutineering Bay.

We are testing automatic vehicle identification using RFID chips in competing cars and track-side

detectors. At scrutineering the RFID chip (a piece of plastic about the size of a credit card) will be stuck to the inside of a rear window.

After scrutineering, take your car back into the Service Area, and then return on foot to documentation in the Paddock Office.

Licences

Please ensure you have the correct competition licences (see Chart 26 on page 142 of the 2015 Blue Book). Drivers require a Stage Rally Licence (a non-race licence has **not** been acceptable since 2001). Stage Rally Licences **cannot** be applied for at the event. Co-drivers require any National B licence or a Rally National A Navigator Licence. If necessary, co-drivers may apply for a Non-Race National B Licence at the event (H 26.4.1). If you are in any doubt about whether you have a valid licence, please check with the MSA's licensing department before the event.

How to contact us

Any problems on the way to the venue, please ring
Ian Sadofsky (Secretary of the Meeting) 07842 417275
Gavin Heseltine (Entries Secretary) 07561 523404.

Door Numbers, etc.

On Saturday, numbers and other such items can be purchased from CJ Rallying.

Toilet Facilities

Toilets including disabled facilities will be available throughout the event.

The Official Notice Board

This will be located in Rally HQ in the Paddock Office.

Amendments / Additions to the SRs

Page 9, List of Officials, MSA Steward: J. Horne

Recovery Units: add Crossrigg Recovery

SR 12: In the Junior Rally, awards will be presented to 1st, 2nd and 3rd overall; there will be no class awards for class J.

The stage start procedure.

The start will be signalled by automatic traffic lights. There will be NO verbal countdown. A comprehensive list of instructions for the stage start procedure can be found in your competitors pack and on the official notice board.

Time Cards

You will be issued with **Time Card 1** at the end of the drivers' briefing; your due time at MTC1 will have been entered on that card by the organisers and also posted on the Official Notice Board.

Senior Rally: Once you have completed stage 1, hand the timecard in at the Card Collection Control, you will be issued with your next Time Card here. This Time Card will show your due time at the ATC for the next stage. Repeat this procedure for each stage.

Junior Rally: Once you have completed stage 1 proceed to the arrival control for stage 2 using the target time shown on the Time Card. After completing stage 2, hand the timecard in at the Card Collection Control, you will be issued with your next Time Card here, it will show your due time at the ATC for the next stage. Repeat this procedure for every pair of stages.

Camping, Caravans & Motor Homes

Caravanning and camping is permitted on both Saturday and Sunday nights. There is no charge for Saturday night camping. MSV will charge £10 per person for Sunday night camping.

NO OPEN FIRES and **NO FIREWORKS**. Failure to comply with these simple rules will result in a cancelled event and the loss of another venue.

Awards

The Awards Presentations will take place in the Café as soon as possible after the last stage has been completed. There will be a separate Awards Presentation for each event. We hope to allow the Juniors to leave as soon as possible so that they can get to school on Monday morning!

Contacting the Organisers

We will be setting up the venue from Friday morning onwards, if you need to speak to us for any reason ring the Secretary of the Meeting (Ian Sadofsky) on 07842 417275 or the Entries Secretary (Gavin Heseltine) on 07561 523404.

Drivers' Briefing

A drivers' briefing will take place at 08:15 on Sunday morning. It is a requirement that at least one crew member of each competing car is present to collect Time Card 1 at the end of the briefing.

Circuit Damage

MSV do not want any tarmac surface damaged. See SR 20 (Any crew arriving at a stage finish with a wheel rim touching the tarmac or reported for damage to tarmac may be excluded), 34.1, and 34.10. IF YOU HAVE A PUNCTURE YOU MUST STOP AND CHANGE IT.

Any competitor driving on a punctured tyre such that the rim is touching the tarmac will be EXCLUDED. See SR 34.1 and 34.10 regarding reimbursement.

Food

Water, hot food and drink will be available on both the Saturday and Sunday. See the event programme for further details.

Out of Bounds Areas

ALL AREAS OTHER THAN THE SERVICE AREA AND PUBLIC AREAS ARE OUT OF BOUNDS TO COMPETITORS AND ASSOCIATED PERSONNEL. Any person found in an out of bounds area will have their entry cancelled and will also forfeit their entry fee.

The lowest paddock area (nearest to the Paddock Office) is out of bounds to vehicles except for scrutineering – this is to preserve separation from the live stage.

Servicing

Competitors are reminded to read the MSA document titled 'Service Area Risk Management' which is attached to these Final Instructions. Appendix A of these Final Instructions contains MSV's Safety Guidance Notes.

All cars must be serviced on an environmental ground sheet and a spill kit must be available. Not all servicing can take place on hard-standing; please ensure you have suitable supports available – see the MSA "Service Area Risk Management" document.

All rubbish must be placed in the bins provided. All waste oil must be placed in the containers provided. All used tyres and fuel containers must be removed from the site for safe and legal disposal. Any such items not removed will be disposed of by MSV at the relevant entry's cost.

Commentators Information

You should have completed the Driver and Co-driver Publicity sections as part of your online entry. If you did not, or now have more to tell us, please contact the Entries Secretary.

Finally, have a safe and enjoyable event and the best of luck.

HANS Device - Club Competitor Special



Next year FHRs (HANS Devices) will be compulsory in most forms of Motorsport. We also know a number of competitors will need to replace their helmets.

To help competitors choose their best solution, HANS and Simpson FHR devices will be available to try on Saturday morning, along with a range of Helmets.

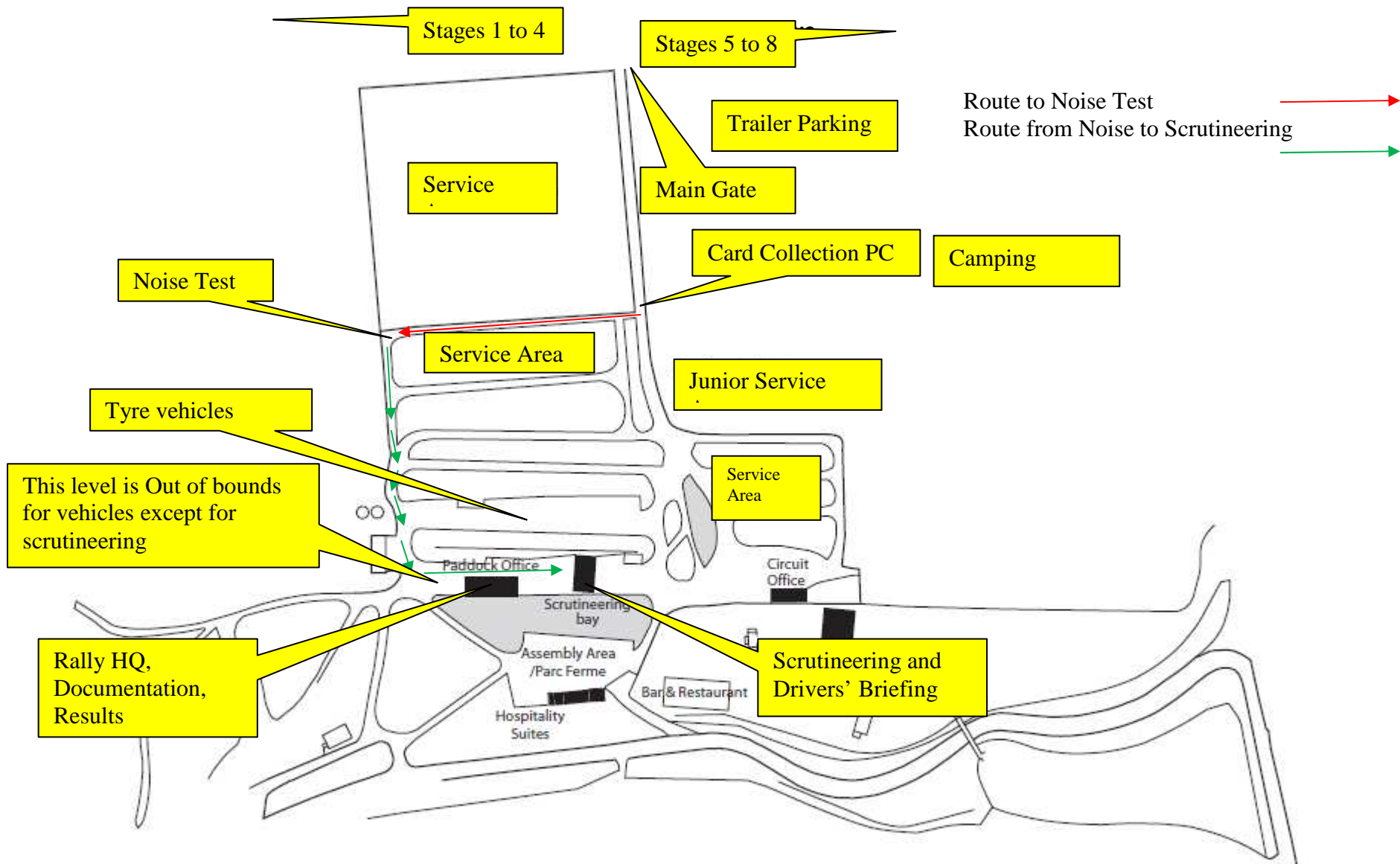
The entry-level HANS Sport 2 will be available at a much reduced price.

(This is our way of ensuring competitors continue in the New Year!)

So far 100 devices have been supplied to club competitors, and we've provided advice to ensure they meet individual needs.

If you would like to book a slot to try them for yourself, please email Rob (this Event's Stage Commander) on R.Brook205@btinternet.com

For those competitors who only compete occasionally, we have provided devices available for hire via Slicks Tyres. Please ask for more info.



CADWELL PARK CIRCUIT MAP



KEY TO CIRCUIT FACILITIES

- 1 Circuit Office
- 2 Toilets
- 3 Club House and Restaurant
- 4 Pitlane
- 5 Mountain Grandstand

CADWELL PARK CIRCUIT LENGTHS

Full Circuit	2.173 miles
Club Circuit	1.481 miles
Woodlands Circuit	0.712 miles



Appendix A – Safety Guidance Notes

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

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

1. **Storage and Use of Petroleum Spirit**

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

2. **Hazardous Substances**

- 2.1 Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent 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.
- 2.6 The Promoter Regulations must always be complied with when selecting vehicle parts.

3. **Electrical Safety**

- 3.1 All electrical equipment must be maintained in a safe condition and hold a valid Portable Appliance Test (PAT) Certificate.
- 3.2 Extension leads cables should be flexible and not of semi rigid cable of the type used for household wiring and covered by matting. 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 and no overloading of circuits, particularly in the pit garages.
- 3.5 Hand tools should preferably be of the “double insulated” or “all insulated” type, as these provide valuable protection against electric shock.
- 3.6 Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.
- 3.7 The Electricity at Work Regulations 1989 must be complied with, or any deviations documented.

4. **Fire Precautions**

- 4.1 Smoking is prohibited in all enclosed areas, including without limitation in the pit garages and in the pit lane. Smoking is also prohibited in 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 The lighting of barbecues is prohibited in the paddock and pits area and cooking is not permitted in the pit garages.
- 4.4 Temporary structures to have a minimum 4m gap separating them.
- 4.5 Fire lanes and roadways to be kept clear and not blocked.
- 4.6 Ensure safe access and egress is available in and around team areas, this includes the provision of adequate lighting levels.
- 4.7 All teams should carry a suitable fire extinguisher in accordance with the relevant Governing Body's regulations.
- 4.8 Catering outlets should hold a minimum of one additional suitable fire blanket and one fire extinguisher.
- 4.9 Teams working in and near catering outlets (using gas and electricity), must know where the 'shut off valves/switches are, in case of emergency.
- 4.10 Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
- 4.11 All fires must be reported immediately to an official or member of the Venue management, even if extinguished.
- 4.12 Teams are encouraged to train their members in the correct use of fire extinguishers.
- 4.13 MSV permission is required before hot works commence on site.
- 4.14 All fire notices and orders to evacuate must be complied with.
- 4.15 The requirements of the Regulatory Reform (Fire Safety) Order 2005 must be complied with.

5. **Working at Height**

- 5.1 Teams are encouraged to work at ground level where at all possible.
- 5.2 Only well trained competent personnel to work at height.
- 5.3 Personnel working at height must be protected from falling eg. using harnesses and ropes or handrails.
- 5.4 All working at height must be well planned and supervised with safe systems of work followed.
- 5.5 Reassess working at height safe working practices during adverse weather conditions.
- 5.6 Team members shouldn't work underneath those at height unless wearing head protection.
- 5.7 Appropriate non-slip footwear and protective equipment to be worn.
- 5.8 The Working at Heights Regulations 2005 must be adhered to.

6. **Compressed Gas Equipment**

- 6.1 Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- 6.2 All airlines should be in good condition, well maintained and be inspected regularly.
- 6.3 Always stand clear when inflating tyres and wear protective eye wear.
- 6.4 Compressed gas equipment to be used by well trained personnel only, no under 16 yr olds. Any form of horseplay involving compressed air or gas is prohibited.
- 6.5 Compressed gas cylinders should be stored in accordance with the relevant working practices and legislation.
- 6.6 Where any person is at work the requirements of the Pressure Systems Safety Regulations 2000 must be complied with.

7. **Jacks and Axle Stands**

- 7.1 Vehicles should only be raised on jacks and supported by axle stands which are in good condition, well maintained, and rated to lift the vehicle weight safely.
- 7.2 Jack vehicles only on level undamaged ground.
- 7.3 Use the hand brake and chocks to stop the vehicle moving by supporting the wheels.
- 7.4 Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.

- 7.5 Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands
- 7.6 Follow manufacturer's guidance for using and maintaining equipment. Thorough examination and testing required every 6 months minimum, with regular inspections and checks when used.
- 7.7 Lifting Operations and Equipment Regulations 1998 (LOLER), and Provision and Use of Work Equipment Regulations 1998 (PUWER), must be adhered to.
8. **General Working Practices**
- 8.1 All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
- 8.2 All spillages should be cleaned up immediately.
- 8.3 All trailing cables, wires and hoses should not be allowed to create a trip hazard, use cable matting or fly them safely, where possible, burying of cables is not permitted.
- 8.4 Whenever vehicle engines are being run, adequate ventilation must be ensured.
- 8.5 Pathways and roads should not be obstructed by storage boxes, vehicles or kit.
- 8.6 All safety notices must be complied with.
- 8.7 Any person carrying out any work must ensure that they adopt safe working practices at all times, and comply with any relevant statutory provision and/or published guidance.
- 8.8 Persons under the age of 16 are not allowed in the pits area or pit lane.
9. **Noise**
- 9.1 Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- 9.2 All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
- 9.3 It is recommended ear protection is worn when working in pits lanes and in pit garages, where particularly high levels of noise are recorded.
- 9.4 Where any person is at work the requirements of the Noise at Work Regulations 2005, must be complied with.
10. **Manual Handling of Loads**
- 10.1 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.
- 10.2 All manual handling lifting should be well planned and safe, with the weight of loads being lifted known.
- 10.3 Where any person is at work the requirements of the Manual Handling Operations Regulations 1992 must be complied with.
11. **Waste**
- 11.1 All waste oil must be placed in the containers marked "waste oil."
- 11.2 Waste tyres and empty petrol/oil containers should not be left at the Venue.
- 11.3 Teams and competitors are urged to take any other form of waste with them when they leave the Venue, or to place it in the refuse containers provided.
- 11.4 Your attention is drawn to the requirements of the Environmental Protection Act 1990.
12. **Vehicle Safety**
- 12.1 A maximum 10 mph speed limit is in force in all public areas, (unless 5mph signage is displayed), including paddocks and service roads at all of the venues. This applies to all vehicles, including moped and motorcycles, with the exception of emergency vehicles attending an incident.
- 12.2 Public members (and accompanied children) are permitted in working paddock areas therefore drivers are requested to take extra care in these tight localised areas.
- 12.3 Venue signage must be adhered to.
- 12.4 Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving licence or its international equivalent.
- 12.5 Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle licence or its international equivalent.
- 12.6 Any motorcycle, moped, scooter or other such bike/trike/quad must be ridden with all due care, the rider must have appropriate safety clothing. There will be no access outside the Paddock Area.

- 12.7 All vehicles must at all times keep to the marked roads when moving around the Venue.
- 12.8 Vehicles must be driven or ridden as per manufacturers instructions and with the set amount of passengers.
- 12.9 Breaches to this guidance may result in vehicles keys being taken away and vehicle confiscated until teams leave site.
13. **First Aid**
- 13.1 Any person sustaining an injury or feeling unwell should seek treatment from the on site emergency services.
- 13.2 To call the first aid or emergency services contact any official or member of the venue management.
14. **Public Safety**
- 14.1 Competitors and entrants should be aware that the Paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- 14.2 Competitors and entrants should exercise particular caution when the paddock is busy, and during pits and track walkabouts.
15. **Incident Reporting**
- All accidents where any person sustains injury, or where damage to property occurs must be reported immediately to an official or a member of the venue management.
16. **Temporary Structures**
- 16.1 All temporary structures must be constructed as per manufacturer's instructions, adhering to safe method statements and safe working practices, by competent, well trained personnel only.
- 16.2 Structural plans and weight loading calculations must be known and adhered to during build and breakdown activities.
- 16.3 Emergency procedures to be devised and staff trained on them eg. closing structure down in high winds.
- 16.4 Competent supervisor to sign-off the structure before used by public or MSV staff.
17. **Governing Body Regulations**
- Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate Governing Body's regulations at all times and these Guidance Notes should be read in conjunction with all other relevant regulations.

Service Area Risk Management

Entrants, competitors and service crew members should be aware of their own and other people's safety and wellbeing, when competing in motor sport.

1. All entrants should have an environmental ground-sheet in place before work commences on the vehicle.
2. All service vehicles should have an environmental spill-kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit.)
3. Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled.
4. Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jack. Engines should not be running when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.
5. If re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when re-fuelling commences.
6. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
7. Spillage of any liquid should be contained immediately by the crew concerned.

A. Storage & Use of Petroleum Spirit

1. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.
2. All empty containers should be removed from the venue after the event.
3. Petrol is to be used as fuel only, not for any other purpose.
4. All vehicle re-fuelling is to take place in the open air. A "No Smoking" area should be enforced and an operative should be on standby with a fire extinguisher.
5. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

B. Hazardous Substances

1. Some vehicle parts, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.
2. Where asbestos is used, every effort should be made to prevent dust being released.
3. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
4. Other substances may cause ill health. Suppliers will have information about the possible effects of their products, on request.

C. Electrical Safety

1. All electrical equipment should be maintained in a safe condition.
2. Extension leads & cables should be neoprene, oil resistant flexible cable.
3. All electrical equipment used externally should be weatherproof and tools should be "double" or "all insulated" against electric shock.
4. Electrical equipment and hand tools should not be used where flammable vapours are present.

D. Fire Precautions

1. All competition and service vehicles should carry a suitable fire extinguisher.
2. Special consideration should be made before lighting any cooking appliance.
3. All sources of ignition should be kept away from any fuel store or re-fuelling area.
4. Fire extinguishers should not be moved from their known location, other than when in use.
5. In the event of any fire, a report should be made to the organisers of the event before leaving the venue.
6. All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.

E. Compressed Air Equipment

1. Air blasts from over inflated tyres can cause severe injury. Tyres should not be inflated above manufacturers' recommendation figures.
2. Always stand clear when inflating tyres.
3. Compressors & air lines should be inspected regularly.
4. Compressed air cylinders should be stored and used to suppliers' recommendations.

F. General Working Practices

1. All working areas should be kept clean & tidy. All waste & spillage should be cleared up immediately, ***removed by the entrant at the end of the event and disposed of in a responsible manner.***
2. Trailing cables & hoses should not be allowed to create a trip hazard and should not be run across access or roadways.
3. Whenever vehicle engines are being run, adequate ventilation must be in place.
4. All safety notices should be complied with.
5. Any personnel carrying out work should ensure that they adopt safe working practices at all times.
6. Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.
7. Children under 16 years of age are to be closely supervised and should not leave your designated area unaccompanied. ***They are children and as such are your responsibility!!***

G. Noise

1. Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.
2. Where exposure to noise is unavoidable, ear defenders should be worn.

H. Manual Handling

1. Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques.

I. Waste

1. Entrants ***should remove all waste*** from the venue, including containers, packaging, tyres, oils etc. ***They must be disposed of it in a responsible manner.***

J. Vehicle Safety

1. A 10 mph speed limit should be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions.
3. The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
4. Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

K. First Aid

1. Any person sustaining injury or illness, should seek treatment from the event emergency services, by initially reporting to the Senior Official in charge of the Service Area, who will ensure the appropriate response.

L. Public Safety

1. Entrants and their associated personnel should act in a manner so as not to put either themselves or any other person at risk of injury.

M. Reporting of Accidents & Incidents

1. All accidents where any person sustains injury, or where damage to property occurs, should be reported immediately to the Senior Official in charge of the Service Area.

N. Further Regulations and Information

1. Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations.

The MSA Rallies Committee are indebted to the following for assistance in the compilation of this paper:-

The Rallye Sunseeker & Southern Car Club

Neil Roden – Safety Officer of the Rallye Sunseeker

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