

Castle Combe 2nd April 2018

Opening Date: 01/02/2018
Circuit Length: 1.85 miles

Closing Date: 28/03/2018
Min/Max Starters: 14/42

MSA Permit No: TBA
Min/Max per day: 80/320



The 750 Motor Club with the Castle Combe Racing Club will organise a Clubman / National B Permit Race Meeting at the above circuit on the above date. The meeting will be governed by the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue for the event.

OFFICIALS: *Club Stewards:* TBA. *Clerks of Course:* TBA. *MSA Steward:* TBA. *Chief Timekeeper:* T.Stevens. *Chief Marshal:* P.Harding. *Chief Scrutineer:* B.Blackmore. *Secretary of the Meeting:* TBA. **ELIGIBLE COMPETITORS:** Current MSA National B (or higher grade). Members of the 750 Motor Club. Licences and Membership Cards will be inspected at Signing-on.

Name	Races (not in running order)		
	FORMULA	DURATION	£ to enter
Address	Monday Only		
	Locost	2 x 15 mins	325
	Formula Vee	2 x 15 mins	325

Contact No:

Entry fee as stated above

MSA Lic No:

Transponder No:

Donation to 750MC
Marshals' Fund

Make/Model of Car:

Total amount

Engine ccs:

Class in Formula:

Usual Race No:

Have you raced under MSA Car
Regulations at this circuit before?

Friend or relative to be notified in case of serious accident

Name & Address

Tel No:

Any competitor under 18 must be accompanied by a Parent or Guardian

State your age if under 18

Parent/ Guardian's Name
and Address

Signature

Card Details (not Amex)

Valid From: Expiry Date: CSV Nos (last 3 on signature strip) Switch Issue No:

Name on Card: Cardholders Signature:

Cardholders Address
(if not as driver)

Please return the completed page to 750 Motor Club, Donington Park, Castle Donington, Derbyshire. DE74 2RP. Or alternatively print and fax the form to 01332 811422 or email it to nicky@750mc.co.uk

750 Motor Club Race Meeting - Supplementary Regulations

GENERAL: This meeting will be held under the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, the relevant Series/Championship regulations and any written instructions that the organising Club may issue for the event. The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the Organisers in respect of any loss or expense he may thereby incur.

ELIGIBLE COMPETIORS: Drivers and Entrant Drivers must be members of the 750 Motor Club, be registered for the Championship/Series and must be in possession of a valid MSA Competition (Racing) National B Licence or above or a Professional driver in possession of a valid licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union. (Should a competitor possess a licence which would necessitate the event being inscribed on the MSA "NCAFP" Calendar, the 750 Motor Club will inscribe the event subject to agreement by the MSA and payment of the appropriate fee by that competitor.) An entry by a competitor not possessing an MSA Race Licence will not be deemed to have been accepted until such time as proof has been provided by the Competitor's ASN that that competitor is authorised to participate in the event as required under Article 18 of the International Sporting Code).

ELIGIBLE VEHICLES: Must at all times comply with current MSA Regulations section J & Q. Vehicles and Drivers will comply with the appropriate current Technical and Sporting Regulations as published by the 750 Motor Club Ltd or their co-ordinating Club

ENTRIES: Open on publication of these regulations and close at 5pm on the Wednesday prior to the meeting. Late entries may be accepted at the discretion of the Organizers in accordance with D22.1.1. Entries will be accepted in accordance with the respective championship or series regulations. For all oversubscribed races, valid entries will be accepted in order of receipt (for the avoidance of doubt an entry is not deemed valid unless accompanied by the correct payment) with reserve entries being allocated unless championship regulations specify differently.

REFUSAL OF ENTRIES: In addition to D14-16, the Organizers reserve the right to refuse an entry at their discretion.

ENTRY FEES: For an entry to be deemed valid the correct fee must have been paid. Entry Fees are shown on the previous page.

REFUNDS: If a competitor enters a race and subsequently cancels in writing (preferably via email to nicky@750mc.co.uk)

- More than 48 hours prior to the meeting - refund less £25 administration fee.
- Less than 48 Hours prior to the meeting - no refund.

Nominated reserves who practice but are unable to race due to space not becoming available will receive a 75% refund, as will any accepted driver who cancels or withdraws and thus allows space for a reserve. These refunds must be specifically requested by the driver.

In the case of the abandonment or cancellation of a race meeting or part of the meeting, the organisers are not obliged to refund any monies and will retain sufficient fees in order that costs/expenses incurred shall be covered.

DRIVER CHANGES: Any application for a change of driver or vehicle must be made in writing to the Secretary of the Meeting in accordance with D25.1.12

COMPETITORS INSTRUCTIONS: The organisers will issue Final Instructions and specific Pit and Paddock Instructions that will have the same force as these regulations. Any other instructions deemed to have the same power as these regulations will be issued to competitors as Official Bulletins and be displayed on the Official Notice Board.

TIMETABLE: Individual times for Scrutineering, practice and races will be given in the Final Instructions. It is the driver's responsibility to be ready at least 20 minutes before their timetabled session. The organisers will try to run the programme of events as published but reserve the right to delay or bring forward times to suit the conditions on the day. Competitors not presenting their cars during the specified periods may be excluded from the Meeting or started in accordance with current MSA Regulation Q12.9.3.

RACE NUMBERS: All vehicles will be identified by numbers allocated by the Organisers; these will be for sale at Signing-on.

PRACTICE SESSIONS: Will be as per current MSA Regulation Q4.5 unless the Final Instructions state to the contrary. Drivers must complete a minimum of 3 laps to qualify for a place on the grid. The grid positions of the 2nd race of double-headers will be set by the drivers' 2nd fastest time in practice unless specified differently in Championship/Series regulations or the Final Instructions.

START PROCEDURE: Grid positions will be determined as per current MSA Regulation Q 12.9.2 unless specified differently in Championship/Series regulations or the Final Instructions. Drivers practising out of session or qualifying only through familiarity of the circuit will be placed in accordance with MSA Regulation Q4.5.2. The start will be in accordance with current MSA Regulation Q 12.7 - 12.16.

STARTERS: If a minimum of 14 starters is not reached, the Organisers reserve the right to amalgamate races/classes or cancel races.

RESULTS: Will be published as soon as possible after each race or practice session and be available from Race Administration.

JUDGES: Any Judges of Fact will be published in an official bulletin in accordance with G10.2

PROTESTS: Any protests or appeals should be made in accordance with current MSA Regulation C5.

AWARDS: Will be in accordance with the respective Championship or series Regulations.

DECLARATIONS & INDEMNITIES: Every Entrant and/or Driver taking part in the event to which this entry form relates will sign the indemnities as set out within the current MSA Regulation D 13.1.2; these will be contained in the 'signing-on' documents.

Supplementary Regulations - Appendix A

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, paddock surfaces, or the pit lane.

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

All waste oil, used tyres and fuel containers must be removed from the site for safe and legal disposal. 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. The 750 Motor Club 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 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 Drivers and passengers must be outside a vehicle during refuelling and it's recommended all personnel stand a minimum 3m away.
- 1.9 When refuelling is in process a second person must be nearby, ready with a fire extinguisher.
- 1.10 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.

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. Neoprene covered cable will resist damage by oil.

3.3 All electrical equipment to be used externally should be weatherproof.

3.4 Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against electric shock.

3.5 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.

3.6 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 lane.
- 4.2 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.
- 4.3 Barbecues and cooking equipment are prohibited in pit areas.
- 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 Fire extinguishers should not be removed from any fire points unless they are to be used on a fire.
- 4.9 All fires must be reported immediately to an official, marshal or other member of staff, even if extinguished.
- 4.10 Personnel must be trained in the correct use of fire extinguishers.
- 4.11 All fire notices and orders to evacuate must be complied with.
- 4.12 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.
- 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 permission).
- 6.14 Vehicles must be driven or ridden as per manufacturer's instructions and with the set number 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 containers marked "waste oil." And removed from site.
- 12.2 Waste tyres and empty petrol/oil containers must 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 will 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.

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.