Getting Back on Track:

KARTING

With Appendix for Guidance for KARTING Venue and Event Organisers

MotorsportUK.org/COVID-19

Version. 18 May 2020
Introduction

Motorsport UK, like other sports governing bodies, has been planning how it will be possible to restart our sport in the not too distant future – whilst working within the prevailing government guidelines.

Motorsport is currently suspended throughout the UK until 30th June 2020 in order to protect the NHS and save lives. This is in line with practically every sport in the country.

As the UK Government has now announced a gradual release of the lockdown, Motorsport UK is communicating our plan on how to best resume our activities as quickly as we can while under some restrictions.

This planning has been undertaken in consultation with a wide selection of stakeholders including the specialist committees of each sport discipline.

The organisation has been actively modelling how each of the sport’s eleven different competition categories could potentially begin to restart motorsport when it is safe and practical to do so.

We want to thank all of the motorsport community for supporting the need to suspend our activities; we appreciate just how difficult this has been for many individuals and organisations.

Our goal is to get the sport running again as fast as practically possible. We are working with the government (DCMS) and have led the development of a detailed plan that can be used by clubs, officials, venues and competitors to manage events safely and successfully.

We are fortunate that our sport takes place in large outdoor environments, so that with practical measures in place, much of motorsport should be able to resume. We will all need to modify the way we have worked in the past and accept these changes in a collaborative and constructive way. I am sure that the ingenuity and passion of the motorsport community will allow us to navigate the essential requirements to keep everyone safe, but at the same time allow our sport to get going again.

Hugh Chambers, CEO
Types of motorsport

Motorsport in the UK is vibrant and diverse, with 12 main categories of the sport and thousands of events taking place nationwide.

**Autocross**
Competitors drive on a short course on grass or stubble field, against the clock.

**Autotest**
Drivers tackle a low-speed course without hitting any markers.

**Circuit Racing**
Cars race wheel-to-wheel on a track. The winner is the first to reach the chequered flag.

**Cross Country**
Drivers tackle a low-speed course without hitting any markers.

**Drag Racing**
Two cars and drivers see which can cover a quarter of a mile the quickest.

**Hill Climb**
Competitors race against the clock on a narrow, uphill course, in everything from road cars to single-seaters.

**Karting**
Karts go wheel-to-wheel and the winner is the first to reach the chequered flag.

**Rallycross**
A combination of Rallying and Circuit Racing on a track that's part gravel and part asphalt.

**Rallying**
A driver and co-driver take on a series of competitive stages, usually in forests.

**Sprint**
Drivers take turns setting times around a lap of a circuit or point-to-point course.

**Trials**
A low-speed but highly challenging discipline and one of the most accessible forms of the sport.

**Volunteering**
All motorsport events, from Formula 1 to club level, need volunteers to help them run safely and effectively.
About Us

Motorsport UK is the national membership organisation and governing body for four-wheel motorsport.

The organisation exists to **power**, **promote** and **protect** motorsport in the UK. Our 60-strong in-house team delivers against four key service areas:

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<tr>
<th><strong>£10Bn+</strong></th>
<th>44,000</th>
<th><strong>10,800</strong></th>
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<tbody>
<tr>
<td>value of motorsport to UK economy</td>
<td>competitors</td>
<td>marshals</td>
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<td><strong>40,000+</strong></td>
<td><strong>4,100</strong></td>
<td><strong>720</strong></td>
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<td>sector employees in UK</td>
<td>officials</td>
<td>clubs</td>
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<tr>
<td><strong>4,500</strong></td>
<td>millions</td>
<td><strong>4,500</strong></td>
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<td>UK motorsport companies</td>
<td>of spectators and fans</td>
<td>events each year</td>
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Motorsport UK is a founding member of the world governing body, the Federation Internationale de l’Automobile (FIA).
Guiding Principles

In building out Motorsport UK’s plan to restart motorsport, a number of considerations have been established after significant liaison with our stakeholder community.

Motorsport UK’s approach needs to provide robust guidelines while allowing for some flexibility and adaptability of the central tenets to suit each of 11 different motorsport disciplines.

The guidelines have been established through consultation in alignment with government guidance; it is understood that this guidance is fluid and can be open to interpretation and also, in the event of a second wave of the virus, the advice may need to be withdrawn or reconsidered.

1. GOVERNMENT LEGISLATION
   The Motorsport UK community will respect the law and principles of government guidance

2. RESPECTING SOCIAL DISTANCING
   Social distancing is crucial to reducing ‘R’ and is at the forefront of all restart planning

3. GOOD CORPORATE CITIZENSHIP
   Positive public perception of our sport is important to ensure cooperation and future growth

4. NEGATING HEALTHCARE BURDEN
   Motorsport will not put an additional burden on public health resources in restarting our sport

5. EDUCATION & TRAINING
   Appropriate education and guidance will be provided to event organisers to safely execute events

6. RESPECTFUL OF TRAVEL RESTRICTIONS
   This plan is respectful that not all UK devolved territories are moving at the same pace

7. DISCIPLINES CAN NOT ALL MOVE AT SAME PACE
   The reintroduction of some of our 11 disciplines, by their nature, will not be simultaneous

8. SAFETY, SAFETY, SAFETY!
   Safety is a central tenet and front of mind in the execution of this strategy
Responsibilities

Government and healthcare guidelines have been fluid over the past months and it is a complex task to interpret these and apply them to each of 11 different categories of motorsport, from planning an event to successful implementation.

Below is outlined the roles and responsibilities of each of the Government, Motorsport UK and ultimate event organisers and venue owners.
Important Considerations

The UK is still in the midst of a healthcare emergency and it is the Government requirement that we closely follow their advice and guidance in order that as a nation the UK can navigate our way through the current crisis situation.

Life should not feel normal at this time and it is unlikely that the UK motorsport community can return to how things were for a long period of time.

Notwithstanding that, with the appropriate checks and measures in place, motorsport should be able to continue at this time and it is important for the mental health and physical wellbeing of the community that life goes on as much as normal.

The following are important considerations in getting various parts of the sport up and running at the earliest opportunity.

1. Vehicle Sharing/ Passengers/ Co-drivers
   It is unlikely that vehicle sharing, passengers or co-drivers will be permitted while social distancing is to be respected.

2. COVID-19 Testing
   Testing and the scheduling and accommodation of testing may affect the normal organisation of events and should be built into space and timetable planning.

3. Variations to Documentation
   It is likely that documents and processes will need to be modified in order to provide for social distancing with the implementation of some additional checklists and processes.

4. Communications
   Flexible communication methods will be required, with an increased emphasis on digital engagement both pre and during the event.

5. Training
   New ways of working will be required and appropriate awareness training will need to be undertaken for all involved.

6. Social Activities
   The social aspect of motorsport is an important part of the sense of community, however it is necessary at these times that these be accommodated within the parameters of government restrictions.
Guidance for Karting Venues and Event Organisers

May 2020
Karting Venue/ Organiser Guidance

The following guidance pertains to Karting Venues and Karting Event Organisers.

Against the backdrop of the current UK Government guidance it is anticipated that for the events to be able to run safely, that there will be significant changes required across all facets of the event organisation.

At the current time it is not anticipated that these will change substantially for the immediate foreseeable future. This may change upon further clarification or guidance from government.

The following guidance is not exhaustive, however Motorsport UK urges that venue and event organisers take a conservative approach towards their interpretation of the guidelines set out in order to protect competitors, teams, marshals, officials and volunteers.

It is important and prudent at this time to adopt appropriate and practical precautions to protect the NHS and save lives.

Additional questions can be asked of Motorsport UK via; Restart@MotorsportUK.org

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<th>EVENT ELEMENT</th>
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| Documentation/ Signing-on | • Variations to standard documentation may be needed  
• Recommended use of online event administration systems. Such systems may be capable of utilising the Motorsport UK licencing database for licence validation  
• Drivers must declare the names of those in their teams who are attending  
• Electronic (remote) signing-on pre-event. Individuals without electronic access pre-event may be prohibited  
• Ensure that the signing-on process emphasises attendance only if well and NOT exhibiting any COVID-19 symptoms. A reminder to Marshals/Officials of reduced staffing numbers. Marshal/Officials non-attendance without prior notification may impact on the viability of the event  
• Pre-event scrutineering by electronic (remote) declaration. Remote digital/video inspection of kart and equipment may be used  
• Licences not physically checked at event, remote verification possible. Ad-hoc verification by Motorsport UK  
• Upgrade Cards will not be signed for upgrade purposes. In accordance with current regulations official results may be presented in place of signatures |
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| Post-Competition or Focused Scrutineering | • Spacious, non-enclosed environment. May require supplementing existing areas with additional spaces  
• Sharing of tools and equipment to be avoided where possible  
• Noise checks may be carried out so long as social distancing requirements can be maintained  
• Social distancing must be respected in the weighbridge area  
• External checks with driver in kart. Internal checks with driver out, and sufficiently clear, of kart  
• Contact with kart internals avoided and PPE as required to comply with Government advice  
• Checks selected and carried out to minimise contact with kart. Visual checks strongly recommended  
• Suspension of Motorsport UK scrutineering stickers for new Helmets. Declarations required for equipment not previously scrutineered  
• Remote digital/video inspection of karts and equipment may be used. Organisers to facilitate for receiving videos where possible  
• Specify the location of parc fermé which can be located as desired. Where venue fixed parc fermé is used then karts dismissed from parc fermé asap  
• All paperwork digital |
| Marshals | • PPE requirements in accordance with Government advice  
• Organisers at all times to ensure personnel are conscious of and satisfied with their own safety  
• All reports to be transferred by digital or telephonic means  
PADDOCK & SERVICE/ASSEMBLY AREA:  
• Prepare or use any marked bays and grids to avoid marshals where possible.  
POSTS:  
• A maximum 2 marshals per post, 1 in Marshals Box (Post Chief) + 1 marshal – lights or flags if acceptable, outside. Consider providing sanitising provision on post  
• Post allocation to be issued remotely prior to event to avoid unnecessary delays and gatherings  
INCIDENT/MEDICAL INTERVENTION  
• A marshal should approach a stranded kart face on and at a safe distance, to observe the OK (thumbs up) from the driver  
• Marshals must only assist with moving a kart wearing necessary PPE and sanitising their hands before and after interaction  
• No marshals to attend a medical intervention except to control the site. If intervention is required, appropriate level PPE to be worn  
• Drivers involved in incidents not requiring medical intervention must be instructed to move to an identified safe area, at all times respecting social distancing |
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| Officials           | • PPE requirements in accordance with Government advice. Organisers to ensure personnel are conscious of, and satisfied with, their own safety  
                      • A record to be maintained of personnel working in close proximity or enclosed areas  
                      • All reports to be transferred by digital or telephonic means  
                      PARC FERME & DUMMY GRID AREA:  
                      • Prepare or use any marked bays and grids to avoid marshals where possible  
                      • The number of drivers in any session may need to be reduced in order to respect social distancing requirements in these confined areas  
                      MARSHAL POSTS:  
                      • Post allocation to be issued remotely prior to the event to avoid unnecessary delays and gatherings  
                      TRACK INSPECTION:  
                      • To be undertaken by the Clerk of the Course who will report back to the Event Steward(s)  
                      INCIDENT/MEDICAL INTERVENTION  
                      • The Clerk of the Course may request a marshal approach a stranded kart, face on and at a safe distance, to observe the OK (thumbs up) from the driver  
                      • Marshals must only assist with moving a kart wearing necessary PPE or with sanitising provisions on post. The Clerk of the Course should remind the marshal to sanitise their hands before and after interaction  
                      • No marshals to attend a medical intervention except to control the site. If intervention is required, appropriate level PPE to be worn  
                      • Emergency Response personnel only. Clerk of Course where absolutely necessary who may require attendance also by other Senior Officials  
                      • The Clerk of the Course must designate areas of safety, with prior agreement of Motorsport UK, for drivers to be positioned during the remainder of the session, when they cannot continue, respecting social distance requirements  
                      VEHICLE SHARING:  
                      • PPE requirements in accordance with Government advice  
                      • No rotation of staff  
                      • A record of personnel sharing vehicles to be kept  
                      • Non-deployed personnel to maintain social distancing |
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| **Venue**     | • Participants must declare, pre-event, all associated attendees prior to the event to ensure the ability to restrict access. Vehicle registration numbers may be required pre-event and recorded to validate entry  
• Where there are multiple access points no more than one access point should be available. Staggered arrival times would limit external queues. The access gate should be manned to ensure that only invited participants are permitted access  
• No more than Driver +2 should be permitted access to the venue. Team personnel limited to ensure social distancing can be respected  
• Ensure and maintain social distancing between competitors in paddock, dummy grid and parc fermé areas and when moving from paddock to dummy grid, parc fermé and back to paddock. Karts to be further spread out in dummy grid and parc fermé areas  
• Competitors to remain in or next to kart in assembly and parc fermé  
• Where walkways have a width below the minimum social distance, make one way  
**MEDICAL CENTRES:**  
• To reduce the potential for contamination of essential medical facilities, visits to Medical Centres should be avoided other than for serious injury/illness  
• Competitors/Teams are encouraged to bring and use their own first aid kits etc, in the first instance, in the event of minor injury/illness  
• Triage will be necessary before individuals are permitted access  
• Medical facilities to be restricted to medical personnel and patients only.  
**PODIUM / TROPHY PRESENTATION:**  
• No presentation ceremony to be held |
| **Timing/Results/Queries** | • PPE in line with Government advice  
• Access to timing room restricted to allow for social distancing at all times  
• Results/times issued electronically by text/email etc  
• Queries submitted by messenger service/video call  
**TRANSPONDER TIMING:**  
• No lap scoring when transponder timing is used  
• Remotely operated timing services where possible  
• Single technician on-site for hardware issues, to observe social distancing  
• Continued ability for transponder hire under sanitised conditions |
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| Incidents/ Medical Interventions | • A Rescue Vehicle cannot be used as an ambulance  
• Extended hygiene measures required. All equipment to be sanitised after use  
• Extended PPE to be worn before entering any Response Vehicle  
• Advanced PPE to be worn when conducting certain medical procedures  
• A marshal should approach a stranded kart, face on and at a safe distance, to observe the OK (thumbs up) from the driver  
• Marshals must only assist with moving a kart wearing necessary PPE or with sanitising provisions on post. The marshal must sanitise their hands before and after interaction and to replace gloves, if worn, after any such intervention  
• No marshals to attend a medical intervention except to control the site. If intervention is required, appropriate level PPE to be worn  
• Drivers involved in incidents not requiring medical intervention must be instructed to move to an identified safe area, at all times respecting social distancing  
• Separate and specific guidance in relation to incident/medical intervention will be issued |
| Communications and Media | SIGNAGE:  
• Key policies on distancing, hygiene, PPE, plus specific areas (e.g. paddock), regular PA announcements, venue entrance  
COMMUNICATING POLICIES:  
• Signposted from website  
• Emailed in advance of event with links  
• Guidance contained in footers of event information  
• No hard copies of comms materials  
LOCAL RESIDENT COMMUNICATIONS:  
• As appropriate to venue, highlighting adherence to guidelines  
CUSTOMER LIAISON AND PRESS MANAGEMENT:  
• Contact numbers for general enquiries, plus specific personnel on signage as appropriate, plus central URL to website section for policy info  
MEDIA:  
• Strictly limited numbers (potentially single media syndicated), venue/ space dependent. Specified locations only, single workers or household members only, interviews with social distancing respected. All materials shared electronically  
CLUB SOCIAL ACTIVITIES  
• Must comply with current government restrictions |
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<td>Protests/Judicial</td>
<td>• All events to utilise the Clubman status judicial system where social distancing or remote Stewarding functions cannot be achieved</td>
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<td>• Organisers will be provided by Regulatory Counsel with digital forms for:</td>
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<td>• Protest</td>
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<td>• Judicial Action including technical</td>
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<td>• Appeals</td>
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<td>• Appropriate process guidance will be provided, including socially distanced proceedings if digital process is not possible</td>
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<td>• All Stewards Reports will be electronic only and within 60 hours of the end of the Event as well as the electronic remission of any fees or fines recovered at the Event alternatively generate invoice to Licence Holder for settlement to Motorsport UK direct within seven days</td>
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<td>Briefings</td>
<td>• Recommended use of online event administration systems</td>
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<td></td>
<td>• Written / video briefings sent electronically pre-event</td>
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<td><strong>NEW DRIVERS:</strong></td>
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<td>• The Clerk of the Course should speak remotely to new drivers via voice notes, telephone or other means</td>
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<td>• Alternatively in an open area whilst at all times respecting social distancing and with availability of hygiene measures</td>
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<tr>
<td>Event Control</td>
<td>• Appropriate PPE in line with Government advice to be used and hygiene observed</td>
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<td></td>
<td>• Documentation exchange or marshal messaging by electronic means. Verbal reports by Telephone accepted without supportive written reports where appropriate</td>
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<td></td>
<td>• Personnel limited for social distancing, access only to necessary personnel</td>
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<td></td>
<td>• Venues to consider space available and utilising adjoining rooms as necessary and use of technology for uninterrupted engagement between Race Control officials</td>
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<td></td>
<td>• Hand sanitiser on entry/exit</td>
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<td>• Well ventilated</td>
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<td>Equipment Provision</td>
<td>• All equipment to be sanitised at pick up by person picking it up</td>
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<td></td>
<td>• All equipment to be sanitised by Marshal/ Official prior to drop-off</td>
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<td>• Equipment to be pre allocated to personnel to limit person to person contact</td>
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<td></td>
<td>• Remote (un-manned room) pick-up/drop-off of equipment. (sanitisation provision provided at location)</td>
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<tr>
<td>Race Administration</td>
<td>• Staff to be provided appropriate PPE in line with Government advice and area regularly sanitised</td>
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<td></td>
<td>• Personnel access limited to allow for social distancing at all times</td>
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<td>• No physical exchange of paperwork. Reports etc by digital means only</td>
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<td>• Competitor or official attendance to be restricted according to the needs of the facilities</td>
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| Competitors (including Teams) | - Participants must be conscious of and satisfied with their own safety and of the impact of their actions on other participants  
- Access to the venue will be restricted to no more than Driver +2  
- Any queries to the officials/organisers must be via electronic/digital means  
- Drivers must be responsible for their own competition PPE. Drivers must wear their helmets at all times, from entry to any arrival/collection areas through to returning to the paddock  
- Track walks prohibited  
AWNINGS:  
- Enclosed awnings to be avoided and if this is not possible social distancing must be respected, the area must be well ventilated and PPE must be used. Spacing of karts must respect social distancing requirements.  
- Driver Changes  
- For events requiring driver changes the time period for the change must allow for sanitisation of the contact areas within the kart. (+30 seconds)  
INCIDENTS:  
- Any driver involved in an incident must indicate that they are OK by signalling with a “thumbs up” at the earliest opportunity and to the approaching marshal. Failure to do so will result in mobilisation of medical personnel  
MEDICAL CENTRES:  
- To reduce the potential for contamination of essential medical facilities, visits to Medical Centres should be avoided other than for serious injury/illness  
- Competitors/Teams are encouraged to bring and use their own first aid kits etc, in the first instance, in the event of minor injury/illness  
  
  Triage will be necessary before individuals are permitted access  
Paddock:  
- Bikes and Scooters etc. are prohibited from the paddock  
- Spectating areas to be closed or set-up to ensure social distancing can be maintained  
TEAM PERSONNEL:  
- Social distancing shall respect the government requirements including PPE and sanitisation. Each individual must be responsible for discarding their PPE once worn  
- Mechanics must wear a face mask in any controlled area  
- Team Personnel must not attend the event if they are unwell and if any member should become unwell during the Event they must notify the organiser, by electronic or telephonic means, and will be required to leave the venue  
- Contact areas to be regularly sanitised  
- Sharing of tools and equipment to be avoided where possible.  
- Data may be transmitted to the Team Laptop by wifi only. Individual driver analysis briefing only  
- Team vehicle access prohibited to no more than one person at any one time and contact areas must be sanitised on change of personnel  
- Team Managers to retain a record of personnel attending the Event |
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