Introduction

Motorsport UK, like other sports governing bodies, has been planning how it will be possible to restart our sport whilst working within the prevailing government guidelines. Clubs and their activities in Scotland fall under the Jurisdiction of the Scottish Government who are adopting a phased approach to the easing of restrictions.

As the respective Governments now announce a gradual release of their lockdowns, Motorsport UK is communicating our plan on how to best resume our activities as quickly as we can while under applicable 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 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 regional Governments including Scottish Government and administrations such as Sport Scotland and of course UK Government through DCMS and we have led the development of a detailed plan that can be used by clubs, officials, venues and competitors to manage events safely and successfully but always subject to respect of the requirements of the several national Governments.

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:

£10Bn+
value of motorsport to UK economy

40,000+
sector employees in UK

4,500
UK motorsport companies

44,000
competitors

10,800
marshals

4,100
officials

720
clubs

millions
of spectators and fans

4,500
events each year

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.

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<tr>
<th></th>
<th>GOVERNMENT LEGISLATION</th>
<th>RESPECTING SOCIAL DISTANCING</th>
<th>GOOD CORPORATE CITIZENSHIP</th>
<th>NEGATING HEALTHCARE BURDEN</th>
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<tbody>
<tr>
<td>1</td>
<td>The Motorsport UK community will respect the law and principles of government guidance</td>
<td>Social distancing is crucial to reducing ‘R’ and is at the forefront of all restart planning</td>
<td>Positive public perception of our sport is important to ensure cooperation and future growth</td>
<td>Motorsport will not put an additional burden on public health resources in restarting our sport</td>
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<th></th>
<th>EDUCATION &amp; TRAINING</th>
<th>RESPECTFUL OF TRAVEL RESTRICTIONS</th>
<th>DISCIPLINES CAN NOT ALL MOVE AT SAME PACE</th>
<th>SAFETY, SAFETY, SAFETY!</th>
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<td>5</td>
<td>Appropriate education and guidance will be provided to event organisers to safely execute events</td>
<td>This plan is respectful that not all devolved countries (or administrations) are moving at the same pace</td>
<td>The reintroduction of some of our 11 disciplines, by their nature, will not be simultaneous</td>
<td>Safety is a central tenet and front of mind in the execution of this strategy</td>
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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.

**GOVERNMENT**
- Define social gatherings size/scale
- Set out hygiene measures and PPE
- Medical/emergency impact
- Human resource
- Equipment and facilities
- Limit exposure of vulnerable people

**MOTORSPORT UK**
- Regulatory framework
- Education and Training
- Scrutineering
- Timing
- Marshalling
- Paddock/assembly areas
- Results/queries
- Medical requirements
- Incident management
- Personnel numbers
- Entry numbers
- Media
- Judicial

**EVENT/ VENUE ORGANISERS**
- Application of Motorsport UK guidelines
- Facilitating social distancing
- Monitor and control number of event attendees
- Size of areas
- Marshalling arrangements
- Incident management
- Community engagement
- Remote roles/actions
- Event equipment/hygiene
- Guideline compliance
Important Considerations

The UK is still in the midst of a healthcare emergency and it is a requirement of all Governments that we closely follow their advice and guidance in order that the UK as a whole and severally can navigate its way through the current crisis.

As the emergency has developed, it has become apparent that the devolved administrations of the home nations and also the Crown dependencies are easing restrictions according to their own distinct details and timescales. This updated guidance has been designed to afford flexibility as we go forward, in order to accommodate the evolving situation and remains subject to the prevailing Government advice and guidance applicable to an event location.

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

However, 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
   Government easing of restrictions is now varied and localised. This guidance is presented on the understanding that what is permissible in one area may not be appropriate in another.

2. 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

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

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

5. 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 Speed Venues and Event Organisers

August 2020
The following guidance pertains to Speed Venues and Speed Event Organisers.

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

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. The overriding principles being enhanced hand washing, sanitising and Government COVID guidance.

With this updated guidance, it may be possible to resume running most types of Speed Event subject to the regional Government advice as it applies to the location of your event, and the practicalities of managing your compliance with the advice from that Government.

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

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

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| Documentation | • Variations to standard documentation may be needed  
• Recommended use of online event administration systems. Such systems may be capable of utilising the Motorsport UK licensing database for licence validation  
• 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 that reduced staffing numbers may be necessary and non-attendance without prior notification may impact on the viability of the event  
• Pre-event scrutineering by electronic (remote) declaration. Remote Video Inspections of vehicles 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 used in place of signatures |
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| **Scrutineering** | • Spacious, non-enclosed environment. May require supplementing existing areas with additional spaces  
• Noise checks may be carried out so long as social distancing requirements can be maintained  
• Pre-event scrutineering by electronic (remote) declaration. Remote Video Inspections of vehicles and equipment may be used  
• External checks with driver in vehicle. Internal checks with driver out – and sufficiently clear – of vehicle  
• Contact with vehicle internals avoided and PPE as required to comply with Government advice  
• Checks selected and carried out to minimise contact with vehicle. Visual checks strongly recommended  
• Suspension of Motorsport UK Scrutineering stickers for new Helmets/FHRs, with declarations required for equipment not previously scrutineered  
• Remote video inspections of vehicles and equipment may be used. Organisers to facilitate for receiving videos where possible  
• Where appropriate, specify the location of parc fermé which can be located as desired. Where venue fixed parc fermé is used then vehicles dismissed from parc fermé asap  
• All paperwork is digital |
| **Venues** | • Limit team personnel numbers to ensure social distancing can be respected  
• Ensure and maintain social distancing between competitors in paddock, assembly/holding/pre-grid and parc fermé areas and when travelling from paddock to assembly area, parc fermé and back to paddock  
• One mechanic only per vehicle in any assembly/holding/pre-grid area. Organisers may declare a maximum of two mechanics where complying with social distancing would not be compromised  
• Vehicles to be further spread out in any assembly areas where Competitors will be required to remain in or next to vehicle  
• Where walkways have a width below the minimum social distance, consider making one way and consider mitigation as necessary  
• 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:  
• At all times respecting social distancing needs. Presentation area to be setup in advance under sanitised conditions |
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| Marshals      | • PPE requirements in accordance with relevant Government advice  
                • Marshals should not be required to touch vehicles at any time  
                • 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 & HOLDING/ASSEMBLY AREAS:  
• Prepare or use any marked bays and grids to avoid marshals where possible. Restrict batch numbers to take account of holding area size and distancing requirements  

START LINE:  
• Marshal to visually align giving instruction to the driver or mechanic  

POSTS:  
• Posts should have no more than the number necessary to carry out the usual function of that location and in order to maintain safety coverage in accordance with the track licence  
• The post must be able to facilitate allocated marshals in line with current government guidance in respect of social distancing, and with mitigation as necessary  
• Post allocation should be issued remotely prior to event to avoid unnecessary delays and gatherings  

INCIDENT/MEDICAL INTERVENTION:  
• A marshal should approach a stranded vehicle, face on and at a safe distance, to observe the OK (thumbs up) from the driver and request intervention in the case of no presented indication  
• In the event of an incident requiring intervention or where there is no OK sign (thumbs up) from the driver, marshals equipped with appropriate PPE should adopt the usual procedures to deal with the incident until additional support arrives. At which time the marshals’ direct involvement may not be required, and they may only be needed to control the site.  

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. Any result huts to be restricted to one person at any one time, keyboard access prohibited, scrolling times only  
• Queries submitted by messenger service/video call  

TRANSPONDER TIMING:  
• 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
Officials

- PPE requirements in accordance with national 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

Paddock & Holding/Assembly Areas:

- Prepare or use any marked bays and grids to avoid marshals where possible. Restrict batch numbers to take account of holding area size and distancing requirements

Start Line:

Organisers have flexibility regarding start lines in a socially distanced environment to choose their preferred method:

- Exemption to GR S3.2.1 to allow for a 1m box behind the start line. Guidance on utilising the European Start system is available at Getting Back on Track on the Motorsport UK website.
- Marshals may touch the vehicle at the start having sanitised any contact areas first, using an alcohol wipe which must be renewed on each occasion.
- Marshals may align the vehicle at the start line using a pole

Marshal Posts:

- Post allocation should be issued remotely prior to event to avoid unnecessary delays and gatherings
- Greater utilisation and mobilisation of Intervention Vehicles

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 to approach a stranded vehicle, face on and at a safe distance, to observe the OK (thumbs up) from the driver
- In the event of an incident requiring intervention or where there is no OK sign (thumbs up) from the driver, marshals equipped with appropriate PPE should adopt the usual procedures to deal with the incident until additional support arrives. At which time the marshals' direct involvement may not be required, and they may only be needed to control the site.
- Emergency Response personnel only. The Clerk of Course where absolutely necessary may also require attendance by other Senior Officials

Vehicle Sharing:

- In accordance with Vehicle Occupancy
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| Incidents/ Medical Interventions | • Organisers/CMO should liaise with the local emergency services and hospitals to ensure that there are no local restrictions and make appropriate provisions for casualty transfer from the venue to hospital if there is uncertainty regarding the availability of NHS ambulances.  
• Any Rescue vehicle used as an ambulance must be sanitised to the satisfaction of the CMO post-patient  
• Extended hygiene measures. All equipment to be sanitised after use  
• Extended PPE to be worn before entering any response vehicle  
• Greater utilisation and mobilisation of Intervention Vehicles  
• Advanced PPE to be worn when conducting certain medical procedures  
• Restrictions on number of personnel in rescue units / intervention vehicles whilst not deployed  
• Upon request from the Clerk of the Course a marshal should approach a stranded vehicle, face on and at a safe distance, to observe the OK (thumbs up) from the driver  
• In the event of an incident requiring intervention or where there is no OK sign (thumbs up) from the driver, marshals equipped with appropriate PPE should adopt the usual procedures to deal with the incident until additional support arrives. At which time the marshals’ direct involvement may not be required, and they may only be needed to control the site.  
• Separate and specific guidance in relation to incident/medical intervention has been issued |
| Protests/ Judicial | • Digital forms available [here](#) for:  
  • Protest  
  • Judicial Action including technical  
  • Appeals  
• Additional Guidance available, including socially distanced proceedings, if digital process is not possible  
• All Stewards Reports will be electronic only and to be received no later than 5pm the first working day following the Event  
• Any fees to be paid by the Competitor within 48 hours or fines within 7 days direct to Motorsport UK |
| Briefings | • Recommended use of online event administration systems.  
• Written (and/ or video) briefings sent electronically.  
NEW DRIVERS:  
• The Clerk of the Course to speak remotely to new drivers via voice notes, telephone or other means  
• Alternatively in an open area whilst at all times respecting social distancing and with availability of hygiene measures |
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| **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  
**PODIUMS:**  
• Not public events/ photo/ media events  
**CLUB SOCIAL ACTIVITIES:**  
• Must comply with current government restrictions |
| **Race Control** | **• Appropriate PPE in line with Government advice to be used and hygiene observed**  
• Documentation exchange or marshal messaging by electronic means. Verbal reports by telephone accepted without supportive written reports where appropriate  
• Personnel limited for social distancing, access only to necessary personnel  
• Venues to consider space available and utilising adjoining rooms as necessary and use of technology for uninterrupted engagement between Race Control officials  
• Hand sanitiser on entry/exit  
• Well ventilated where possible |
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<tr>
<td><strong>Equipment Provision</strong></td>
<td>• All equipment to be sanitised at pick 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></td>
<td>• Equipment to be pre allocated to personnel to limit person to person contact</td>
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<tr>
<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><strong>Race Administration</strong></td>
<td>• Staff to be provided appropriate PPE in line with Government advice and area regularly sanitised</td>
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<tr>
<td></td>
<td>• Personnel limited for social distancing</td>
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<tr>
<td></td>
<td>• No physical exchange of paperwork. Reports etc by digital means only</td>
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<td></td>
<td>• Competitor or official attendance to be restricted according to the needs of the facilities</td>
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<tr>
<td></td>
<td>• Hand sanitiser on entry/exit</td>
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<tr>
<td></td>
<td>• Well ventilated where possible</td>
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<tr>
<td><strong>Vehicle Occupancy, Officials Cars, Safety Cars</strong></td>
<td>• Occupancy to be in accordance with Government advice and COVID PPE requirements. Full face helmet and balaclava is acceptable COVID PPE. Where vehicle occupancy is limited to occupants of the same household the requirement for facial covering is recommended.</td>
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<tr>
<td></td>
<td>• Eye wear. Only tight-fitting eyewear such as goggles or a visor for a full face helmet afford any benefit and remains a matter of personal choice.</td>
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<td></td>
<td>• Facial Covering. The mouth and nose must be covered by a tight fitting covering, particularly with regard to the sides of the nose. If a Balaclava doesn't provide this level of tight fitting covering of the mouth and nose then an additional facial covering must be worn. Care must be taken when removing all facial coverings, in line with Government guidance</td>
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<tr>
<td></td>
<td>• Rotation of occupants to be avoided and not without sanitising contact areas of vehicle</td>
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<td></td>
<td>• A record of personnel sharing vehicles to be kept</td>
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<td><strong>COMPETITORS (INCLUDING TEAMS)</strong></td>
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<td>----------------------------------</td>
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<tr>
<td>• Participants must be conscious of and satisfied with their own safety and of the impact of their actions on other participants</td>
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<tr>
<td>• Any queries to the officials/organisers must be via electronic/digital means or to the admin desk where provisions can be made for social distancing and protection of staff</td>
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<tr>
<th><strong>AWNINGS:</strong></th>
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<tr>
<td>• Enclosed awnings to be avoided and if this is not possible social distancing and PPE must be used</td>
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<tr>
<td>• Drivers must be responsible for their own PPE</td>
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<th><strong>DRIVER CHANGES:</strong></th>
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<td>• For events allowing driver changes the time period for the change must allow for sanitisation of the contact areas within the vehicle</td>
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<tr>
<th><strong>ALL DRIVERS:</strong></th>
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<tr>
<td>• Any driver involved in an incident must indicate that they are OK by signalling with a “thumbs up” at the front windscreen at the earliest opportunity and to the approaching marshal. Failure to do so will result in mobilisation of medical personnel</td>
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<tr>
<td>• If a competitor can safely exit the vehicle, they should do so, then stand in a suitable location and respect social distancing</td>
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<td>• To reduce the potential for contamination of essential medical facilities, visits to Medical Centres should be avoided other than for serious injury/illness</td>
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<tr>
<td>• 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</td>
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<tr>
<td>• Triage will be necessary before individuals are permitted access</td>
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<tr>
<th><strong>TEAM PERSONNEL:</strong></th>
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<tr>
<td>• 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</td>
</tr>
<tr>
<td>• Social distancing shall respect the government requirements including PPE</td>
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<tr>
<td>• Track walks may be carried out ensuring social distancing is maintained</td>
</tr>
<tr>
<td>• Contact areas to be regularly sanitised</td>
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<tr>
<td>• Sharing of tools and equipment to be avoided where possible</td>
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<tr>
<td>• Names of personnel attending the Event must be recorded on the pre-event declaration, recommended to be no more than Driver +3 (Motorsport UK prior agreement required to alter this number)</td>
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Guidelines for Scotland

The following information provides guidance relating only to the restart of motorsport in Scotland and must not be relied upon for any other jurisdiction in the UK.

Specifically, the information is for clubs and their activities in Scotland and which fall under the Jurisdiction of the Scottish Government who are continuing to adopt a phased approach to the easing of restrictions with the assistance Sport Scotland.

Motorsport UK continues to communicate a plan on how to best resume motorsport activities while operating under applicable restrictions in this jurisdiction.

Travel guidance issued by the Scottish Government should always be adhered to and is available through the following link: Staying Safe and Protecting Others: Travel

Guidelines are subject to the Scottish Government COVID-19 Routemap. Current information is available through the following link: Scottish Government: Covid-19 Framework for decision making.
Specific guidance for Clubs and Organisers

1. It is the responsibility of each club or venue to undertake a documented COVID-19 -Security Risk Assessment.

2. Competitions should only be undertaken at your own club or venue where physical distancing and hygiene measures are in place.

3. All indoor changing facilities must remain closed at this time.

4. Hospitality services and toilet facilities at clubs and venues may reopen subject to Scottish Government guidance.

5. Organised and sanctioned Governing Body outdoor competitions must take place behind closed doors:
   a. with only competitors and essential competition staff in attendance
   b. no spectators

6. A register of all attendees will be maintained in accordance with this guidance document.

7. For adults 5 households (or extended households) (maximum of 15 people) can combine to essentially create a 'competition bubble' as long as physical distancing measures are maintained.

8. Competition organisers should ensure no two ‘bubbles’ come into contact with each other at any time throughout the day. This may be achieved with staggered starts etc.
   
   PPE requirements including cleaning measures are subject to Health Protection Scotland guidance and must be adhered to.

9. No spectating should take place other than where a parent, guardian or carer is supervising a child or vulnerable adult.

10. Limits on the number of participants accessing facilities should be risk assessed to ensure physical distancing can be maintained. You can meet with up to five other households (or extended households) when together in a ‘competition bubble’ outdoors but ensure that there is a gathering of no more than 15 people in total in any one bubble.

   Children aged 11 years and younger are not required to distance, as set out in Scottish Government guidance.

11. Travel to and from competition must not mix households i.e. no car sharing. This also means no multiple occupancy of vehicles from mixed households during competition is permitted.
We are the national membership organisation and governing body for four-wheel motorsport in the UK, representing competitors, volunteers, clubs and fans.

Motorsport UK is a not-for-profit organisation (limited by guarantee) that exists to service and grow the sport. We are a member of the world governing body, the Fédération Internationale de l'Automobile (FIA).

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