



Getting Back on Track:

RALLY

With Appendix for Guidance for
RALLY Event Organisers

MotorsportUK.org/COVID-19

Version. 30 July 2021

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

44,000

competitors

10,800

marshals

40,000+

sector employees in
UK

4,100

officials

720

clubs

4,500

UK motorsport companies

millions

of spectators and fans

4,500

events each year

MEMBER OF



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.

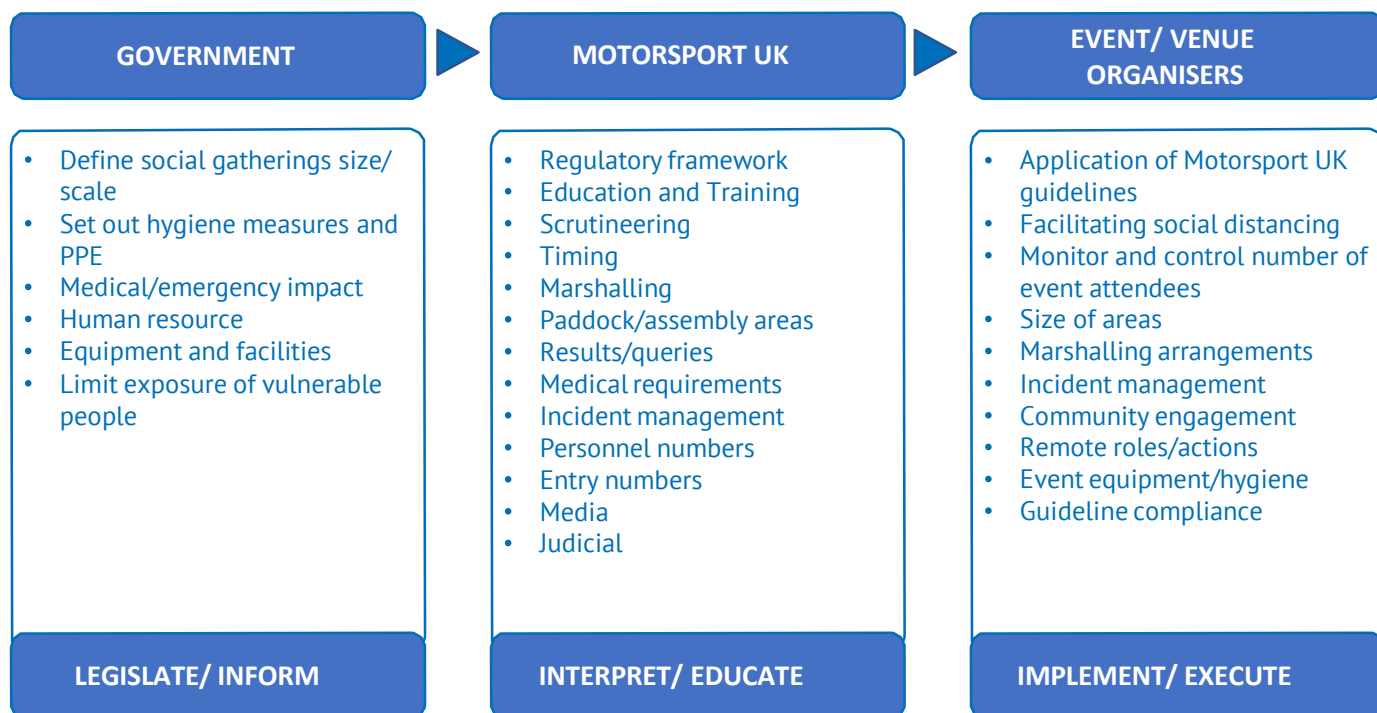
1 GOVERNMENT LEGISLATION	2 RESPECTING SOCIAL DISTANCING	3 GOOD CORPORATE CITIZENSHIP	4 NEGATING HEALTHCARE BURDEN
The Motorsport UK community will respect the law and principles of government guidance	Social distancing is crucial to reducing 'R' and is at the forefront of all restart planning	Positive public perception of our sport is important to ensure cooperation and future growth	Motorsport will not put an additional burden on public health resources in restarting our sport
5 EDUCATION & TRAINING	6 RESPECTFUL OF TRAVEL RESTRICTIONS	7 DISCIPLINES CAN NOT ALL MOVE AT SAME PACE	8 SAFETY, SAFETY, SAFETY!
Appropriate education and guidance will be provided to event organisers to safely execute events	This plan is respectful that not all devolved countries (or administrations) are moving at the same pace	The reintroduction of some of our 11 disciplines, by their nature, will not be simultaneous	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 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 resume at this time and it is important for the mental health and physical wellbeing of the community that life goes on.

The following are important considerations in getting various aspects 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 and accordingly activities should be accommodated within the parameters of Government restrictions.

6. PR Work

The whole purpose of PR Work is to ensure a good relationship with the public along the route. Thought must be given as to how this is best approached. For example, 12 Car Navigation Rallies and Navigational Scatters may, with assistance from the Motorsport UK Route Liaison Officers, determine a route such that PRing is not required. Obviously, this requires that all and any time control or point to be visited on Navigational Scatter, and for the later crews, should not be given tasks that require them to alight from their cars. For other rallies, PR by letter drop is possible, however obtaining signatures from an adult occupant of any household, whether this is a requirement of Motorsport UK Regulations, or Government Legislation (MV(C&T)R for example), remains an obstacle. This edition includes further details for PRing on page 15/16.

7. Spectators

Whether by invitation or not, organisers are responsible for all and any spectators attending an event and with that comes the responsibility to manage their social distancing and adherence to national Government advice. You must consider the burden that spectators will place upon your marshals and infrastructure and it is recommended that organisers consider venues where access may be secured and spectators either excluded or safely managed.

At present it is only permitted to consider spectators in England where they may be kept separate from the participants and as we ease the guidance for most venues it is probably more practical to consider a secure Single Venue. As we go forward, Motorsport UK continues to review the relevant national Government restrictions and will update this document when it is possible to do so.





Guidance for Rally Organisers

May 2021

Rally Organiser Guidance

The following guidance pertains to all Rally Event Organisers.

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

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

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

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

EVENT ELEMENT	GUIDANCE
Documentation	<ul style="list-style-type: none">• Variations to standard documentation may be needed• 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• Licences not physically checked at event, remote verification possible. Ad-hoc verification by Motorsport UK• Upgrade Cards not to be signed for upgrade purposes. In accordance with current regulations official results may be presented in place of signatures• Ensure list of team members is completed in order that test and trace can be implemented should it be necessary
Scrutineering	<ul style="list-style-type: none">• Spacious, non-enclosed environment. May require supplementing existing areas with additional spaces• Pre-event scrutineering by electronic (remote) declaration• 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 and Motorsport UK requirements• Checks selected and carried out to minimise contact with vehicle. Visual checks strongly recommended

EVENT ELEMENT	GUIDANCE
Scrutineering (continued)	<ul style="list-style-type: none"> • Helmets and FHR devices which do not bear a Motorsport UK (or MSA) approval sticker must be presented to the Scrutineers who will visually inspect the equipment and issue a sticker in accordance with the Motorsport UK COVID-19 helmet stickering procedure • Remote video inspections of vehicles and equipment may be used. Organisers to facilitate for receiving videos where possible • All paperwork digital
Marshals	<ul style="list-style-type: none"> • PPE requirements in accordance with relevant Government advice and Motorsport UK requirements • 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 <p>PADDOCK & SERVICE/ASSEMBLY AREA</p> <ul style="list-style-type: none"> • Prepare or use any marked bays and grids to avoid marshals where possible <p>POSTS</p> <ul style="list-style-type: none"> • Marshals at locations to observe social distancing as required/appropriate • Post allocation should be issued remotely prior to event to avoid unnecessary delays and gatherings • Radio marshals to observe social distancing as required/appropriate <p>INCIDENT/MEDICAL INTERVENTION</p> <ul style="list-style-type: none"> • 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, marshal to immediately call Rally Control to request medical assistance • No marshals to attend a medical intervention except to control the site. If intervention is required, appropriate level PPE to be worn
Officials	<ul style="list-style-type: none"> • PPE requirements in accordance with relevant Government advice and Motorsport UK requirements • Organisers at all times 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 <p>SAFETY CARS:</p> <ul style="list-style-type: none"> • <i>Rally Time Trials and Single Venue Stage Rallies without a Safety Delegate:</i> <ul style="list-style-type: none"> • Occupancy in accordance with 'Vehicle Occupancy' • Motorsport UK Steward, self-driven where Government advice so demands, otherwise may be driven in accordance with 'Vehicle Occupancy'. To be followed by Safety Car to make any adjustments as required, see 'Vehicle Occupancy'

EVENT ELEMENT	GUIDANCE
Officials (continued)	<ul style="list-style-type: none"> • <i>Stage Rallies with a Motorsport UK Safety Delegate:</i> <ul style="list-style-type: none"> • Motorsport UK Safety Delegate, where Government advice permits, shall be driven in accordance with 'Vehicle Occupancy' • Safety Cars to be staffed in accordance with 'Vehicle Occupancy' <p>VEHICLE SHARING:</p> <ul style="list-style-type: none"> • In accordance with 'Vehicle Occupancy'
Service/ Refuelling/ Stage Arrival/ Parc Fermé Areas	<ul style="list-style-type: none"> • Limit team personnel numbers to ensure social distancing can be respected • Ensure and maintain social distancing between competitors in service, refuelling, stage arrival and parc fermé areas and when travelling from service, refuelling, stage start/time control, parc fermé and back to the service area • Competitors to remain in or next to vehicle in stage arrival and parc fermé areas • Vehicles to be further spread out in assembly and parc fermé areas • Consider physical or visual marking of service bays • Where walkways have a width below the minimum social distance, make one-way and consider mitigation as necessary • Users of shared facilities – such as 'portaloo's – must take responsibility for sanitising those facilities after use • Note guidance in 'Vehicle Occupancy', particularly with regard to mechanics
Timing/ Results/ Queries	<ul style="list-style-type: none"> • PPE requirements in accordance with relevant Government advice and Motorsport UK requirements • While the use of electronic/digital means of recording times remains recommended as good practice where appropriate, manual Time Cards and Check Sheets can be completed and used to calculate the results of an Event. Hand sanitisation should be carried out before and after handling manual Time Cards or Check Sheets.
Incidents/ Medical Intervention	<ul style="list-style-type: none"> • Organisers/Chief Medical Officer 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 for casualty transfer must be sanitised to the satisfaction of the Chief Medical Officer post-patient. The Clerk of Course should be advised, so that provision can be made for an appropriate delay to complete this • It is recommended that an additional casualty carrying vehicle, such as an Ambulance, be available to reduce delays. When available, the provision of a second Rescue Unit is appropriate, however always refer to any venue Permit (or Track Licence) requirement • Extended hygiene measures. All equipment to be sanitised after use

EVENT ELEMENT	GUIDANCE
Incidents/ Medical Intervention (continued)	<ul style="list-style-type: none"> • 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/Intervention vehicles whilst not deployed • 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 • 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 who will report electronically
Communications & Media	<p>SIGNAGE:</p> <ul style="list-style-type: none"> • Key policies on distancing, hygiene, PPE, plus specific areas (e.g. paddock), regular PA announcements, venue entrance • COVID-19 posters prominently displayed where appropriate <p>COMMUNICATING POLICIES:</p> <ul style="list-style-type: none"> • Signposted from website • Emailed in advance of event with links • Guidance contained in footers of event information • No hard copies of comms materials <p>LOCAL RESIDENT COMMUNICATIONS:</p> <ul style="list-style-type: none"> • As appropriate to venue, highlighting adherence to guidelines <p>CUSTOMER LIAISON AND PRESS MANAGEMENT:</p> <ul style="list-style-type: none"> • Contact numbers for general enquiries, plus specific personnel on signage as appropriate, plus central URL to website section for policy info <p>MEDIA:</p> <ul style="list-style-type: none"> • 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 <p>PODIUMS/AWARDS:</p> <ul style="list-style-type: none"> • No awards ceremonies <p>CLUB SOCIAL ACTIVITIES:</p> <ul style="list-style-type: none"> • Must comply with current government restrictions
Protests/ Judicial	<ul style="list-style-type: none"> • Digital forms available here for: <ul style="list-style-type: none"> • Protest • Judicial Action including technical • Appeals

EVENT ELEMENT	GUIDANCE
Protests/ Judicial (continued)	<ul style="list-style-type: none"> • Additional guidance available, including socially distanced proceedings, if digital process is not possible • All Stewards Reports 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	<ul style="list-style-type: none"> • Recommended use of online event administration systems • Written (and/or video) briefings sent electronically
Event Control	<ul style="list-style-type: none"> • PPE requirements in accordance with relevant Government advice and Motorsport UK requirements • 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 • Venue to consider space available and utilise adjoining rooms as necessary, use technology for uninterrupted engagement between Event/Rally Control officials • Hand sanitiser on entry/exit • Well ventilated where possible
Equipment Provision	<ul style="list-style-type: none"> • All equipment to be sanitised at pick-up point • Recommended to limit number of set-up crew • Recommended that same set-up crew break-down the stage to limit cross-handling • All equipment to be sanitised by marshal/official prior to drop-off • Equipment to be pre-allocated to personnel to limit person-to-person contact • Remote (unmanned room) pick-up/drop-off of equipment (sanitisation provision at location) • Set-up/break-down crew to regularly sanitise hands and wear PPE as appropriate
Administration Area	<ul style="list-style-type: none"> • Staff to be provided appropriate PPE in accordance with relevant Government advice and Motorsport UK requirements • Area to be regularly sanitised • Personnel limited for social distancing • No physical exchange of paperwork. Reports etc. by digital means only • Competitor or official attendance to be restricted according to the needs of the facilities • Hand sanitiser on entry/exit • Well ventilated where possible

EVENT ELEMENT	GUIDANCE
Competitors Including Teams	<p>ALL COMPETITORS:</p> <ul style="list-style-type: none"> Any competitor 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 No double drives/sharing of vehicles where Sporting Regulations permit, without adherence to PPE and sanitisation of the habitacle.
Vehicle Occupancy Officials Cars/ Safety Cars/ Radio Marshals/ Competitors (on Road/Navigation Rallies including Targa Road, Historic Road, 12 Car Navigation and Navigational Scatters, plus all Stage Rallies)	<ul style="list-style-type: none"> Occupancy to be in accordance with relevant Government advice. Where this is limited to occupants of the same household, the requirement for facial covering is recommended. During an event only the crew members may sit in or move the vehicle. If mechanics have to enter the habitacle for any reason, they must wear appropriate PPE and the area to be sanitised prior to the crew re-entering the vehicle. Additional time must be allowed for this sanitisation Vehicles to be well ventilated with air/heating circulation functions set to admit fresh air, i.e. any recirculation settings switched off Every vehicle to carry hand sanitiser – minimum 60% alcohol content – for use by the occupants, noting the flammable nature of the sanitiser and that hands must be fully dried before coming into contact with sources of ignition, such as smoking. Alternatively, wipes with a minimum 60% alcohol content are acceptable in lieu of hand sanitiser Gloves: <ul style="list-style-type: none"> a) In the event of a fire, gloves such as vinyl/latex may melt into the skin causing additional injuries and complications. Such gloves do not replace the need to frequently clean/sanitise the hands, which remains the primary best practice for maintaining hygiene b) Fire retardant/driving gloves if worn do not replace the need to frequently clean/sanitise hands, which remains the primary best practice for maintaining hygiene Eye wear: Only tight-fitting eyewear such as goggles or a visor on a full face helmet afford any benefit and it remains a matter of personal choice 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 Rotation of occupants to be avoided where possible, and not without sanitising contact areas of vehicle A record of personnel sharing vehicles to be kept
PR Work	<ul style="list-style-type: none"> The following easings to PR Requirements apply where Government advice allows for rallies to resume PR letters need to give a postal address and email contact for the event’s PR Officer/Clerk of Course and state that a ‘nil-return’ will be taken as no objection

EVENT ELEMENT	GUIDANCE																		
PR Work (continued)	<ul style="list-style-type: none"> 2021 Yearbook. Page 341 (amended): (to be used with Chart 3(b), page 342 2021 Yearbook) <p>Chart 3(a)</p> <table border="1"> <thead> <tr> <th>CODE</th><th>PR REQUIREMENT</th></tr> </thead> <tbody> <tr> <td>A</td><td>Personal visit to an adult member of household within 100m Letter to each householder within 100m</td></tr> <tr> <td>B</td><td>Letter to each householder within 100m</td></tr> <tr> <td>C</td><td>Public notice</td></tr> <tr> <td>D</td><td>Personally visit and obtain signature from an adult member of any household within 500m of any point where competitors are required to stop (i.e. any control or clue point)</td></tr> <tr> <td>E</td><td>Consult RLO</td></tr> <tr> <td>F</td><td>Personal visit to an adult member of household within 150m Letter to each householder within 150m</td></tr> <tr> <td>G</td><td>If timed to the second, not pass through any area which has in excess of 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all of the householders within that area and Motorsport UK has given its permission</td></tr> <tr> <td>H</td><td>Letter to each householder within 100m, unless the RLO agrees to a lesser requirement</td></tr> </tbody> </table>	CODE	PR REQUIREMENT	A	Personal visit to an adult member of household within 100m Letter to each householder within 100m	B	Letter to each householder within 100m	C	Public notice	D	Personally visit and obtain signature from an adult member of any household within 500m of any point where competitors are required to stop (i.e. any control or clue point)	E	Consult RLO	F	Personal visit to an adult member of household within 150m Letter to each householder within 150m	G	If timed to the second, not pass through any area which has in excess of 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all of the householders within that area and Motorsport UK has given its permission	H	Letter to each householder within 100m, unless the RLO agrees to a lesser requirement
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Non-Participant Attendance	<p>COMPETITOR/TEAM:</p> <ul style="list-style-type: none"> Competitor remains responsible for all accompanying persons (Competitor +5, or Competitor +6 (to include 1 parent/guardian) for Juniors) who must also fully comply with attendance requirements set out above <p>MEETING ORGANISER:</p> <ul style="list-style-type: none"> May invite no more than 2 sponsor representatives per Championship, per meeting All individuals attending must fully comply with the protocols set out above The Organiser/Club will remain responsible for any sponsor representatives 																		



Appendix A: Competition Guidance for Scotland

July 2021

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 sportscotland. <https://www.gov.scot/coronavirus-covid-19/>

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**. A local post code checker is also available at **COVID restrictions by protection level in areas of Scotland**.

Sports Scotland guidelines are available through the following link: **Sports Scotland Guidelines**

Scottish Government introduced a strategic framework document for managing COVID-19 which became effective from 2 November 2020 and updated July 2021. This provides a 5 Level approach (0-4) with each local authority area (or sub-area) placed in a relevant protection Level depending upon its COVID-19 status.

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. There is also Scottish COVID Officer e-learning available [here](#).
2. Competitions should only be undertaken where physical distancing and hygiene measures are in place and any travel restrictions can be respected.
3. Prior to opening any indoor changing facility venues/organisers must refer to and follow specific guidance [Getting Your Facilities Fit for Sport](#).
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 including their full names and contact details will be maintained in accordance with this guidance document.
7. For adults a maximum of 500 people can combine to essentially create a 'competition bubble' as long as physical distancing measures are maintained. A record of those within the bubble must be maintained and available upon request.
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.
9. PPE requirements including cleaning measures are subject to Health Protection Scotland guidance and must be adhered to.
10. Spectators are permitted where a parent, guardian or carer is supervising a child or vulnerable adult and where entrances and exits are controlled for the purpose of crowd and capacity management in line with Scottish Government COVID-19 [Event Sector Guidance](#) and [Calculating Physical Distancing Capacity in public settings](#). Where it is not possible to always prevent spectating mitigation measures must be considered as part of the risk assessment for non-permanent venues with an emphasis on discouraging, where possible, informal spectating and must be clearly communicated with a reminder for the public to follow Scottish Government guidance.
11. Travel to and from competition must not mix households i.e. no car sharing. Dual occupancy (no more than 2 occupants from mixed households) for on-event participation is only permitted when in compliance with Vehicle Occupancy within the Motorsport UK Event Resumption requirements. There must be no rotation of occupants and both occupants must either wear a face mask or competition helmet and/or a balaclava. In addition the occupants must also provide evidence of a negative lateral flow (antigen) test on the day of the start of an event or a negative PCR test within 72 hours of the start of the event. Scottish Government and Motorsport UK travel guidance must be adhered to.
12. Where any Event may exceed 1000 attendees in any one day (including officials and venue operators) specific agreement with Motorsport UK and in consultation with relevant local authorities, environmental health, the police or other body responsible for the safety of the public. Specific agreement must be reached with all parties before the Event takes place.

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Appendix B: Competition Guidance for Northern Ireland

May 2021

Guidelines for Northern Ireland

The following information provides guidance relating only to the restart of motorsport in Northern Ireland from Friday 23 April 2021 (updated with effect from 24 May 2021) and must not be relied upon for any other jurisdiction in the UK.

Specifically, the information is for clubs and their activities in Northern Ireland and which fall under the jurisdiction of the Northern Ireland Government who are continuing to adopt a phased approach to the easing of restrictions through the Department for Communities with assistance of Sport NI and the Northern Ireland Sports Forum.

Motorsport UK continues to communicate a plan on how to best resume motorsport activities while operating under applicable restrictions in this jurisdiction and the most recent advice issued on 13 May 2021 is available to view through the following link: <http://www.sportni.net/return-to-sport/>

Travel guidance issued by the Northern Ireland Government should always be adhered to and is available through the following link: <https://www.nidirect.gov.uk/articles/safer-travel-guidance-public-transport-users-walkers-cyclists-drivers>

Guidelines are subject to the Northern Ireland Government COVID-19 Routemap. Current information is available through the following link: <https://www.nidirect.gov.uk/articles/coronavirus-covid-19-recovery-plan>

Further information available here: <https://www.nidirect.gov.uk/articles/coronavirus-covid-19-regulations-guidance-what-restrictions-mean-you>



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. Guidance for the COVID Officer is available here.
2. A template for the COVID Risk Assessment is available here.
3. Competitions should only be undertaken at your own club or venue where physical distancing and hygiene measures are in place with a limited number of Spectators permitted and controls in place to protect maximum numbers allowed along with measures to reduce the potential spread of the virus.
4. Indoor changing facilities can be used however this use must be minimised as far as possible.
5. Hospitality services and toilet facilities at clubs and venues may only reopen subject to Northern Ireland Government guidance.
6. Organised outdoor competitions are permitted subject to an appropriate risk assessment with numbers (including competitors, officials, management and essential support personnel) not exceeding 500 and up to 500 spectators permitted however subject to social distancing policies. Measures in line with Motorsport UK protocols must be in place to limit the risk of virus transmission.
7. A register of all attendees will be maintained in accordance with this guidance document.
8. PPE requirements including cleaning measures are subject to guidance from Public Health Advice Northern Ireland and must be adhered to.
9. Limits on the number of participants accessing facilities should be risk assessed to ensure physical distancing can be maintained. The use of Lateral Flow Tests should be considered for larger planned events.
10. Children aged under 13 years of age are not required to wear a face covering as set out in Northern Ireland Guidance and Public Health Advice.
11. Travel to and from competition must not mix households i.e. no car sharing.
12. Dual occupancy (no more than 2 occupants from mixed households) has not been sanctioned within Northern Ireland at this time.



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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