

MSCA Super Sprint & TSOA Triumph Challenge

Marque Sports Car Association Victoria Inc.
Sunday August 15th 2021
Winton Raceway (Long Track).

Marque Sports Car Association Vic. Inc.
(MSCA)

ABN Number: 43863170929



SUPPLEMENTARY REGULATIONS

1) ADMINISTRATION

- a) The event shall be a Multi-Club SuperSprint “Held under the FIA International Sporting Code including Appendices and the National Competition Rules of Motorsport Australia”, the Motorsport Australia Speed Event Standing Regulations, these Supplementary Regulations and any Further Regulations that may be issued. The meeting shall be conducted under the organizing Permit Number: **321/1508/02** Issued by Motorsport Australia.
- b) The event will be conducted under and in accordance with the Motorsport Australia OH&S, Motorsport Australia Safety 1st, Legal and integrity, Risk Management, Motorsport Australia’s [Return to Race strategy](#), and the MSCA’s OHS & COVID-19 Policy in Schedule 2.
- c) The organiser and promoter is the Marque Sports Car Association Victoria Inc. (MSCAV), 9 Marriott Street Parkdale 3195, and the Committee of the MSCAV. The member clubs of the MSCA are: AHOC, AHSDC, BCCA, BMWCC, FCCV, Jaguar Car Club, LCV, NDSOC, NCCA, MGCC, CLUB Mini, SOCV, TSOA, and VCBG.
- d) The meeting will be held at Winton Raceway, Sunday August 15 2021 over a distance of 3.0 km per lap in a clockwise direction. The event will consist of timed sessions of up to 20 minutes. The maximum number of cars in any session will not exceed the approved track density of 20.
- e) In the week prior to the event a compulsory online driver’s briefing will be conducted with all competitors via Zoom.
- f) In the weeks prior to the event drivers emailed Motorsport Australia’s Return to Race Strategy and the MSCA’s OHS & COVID-19 policy.

2) COMMAND OFFICIALS

Clerk of the Course	Bruce Astbury	1083302
Assistant Clerk of Course	Gavin Moore	1121150
Assistant Clerk of Course	Andrew Jorgenson	1706652
Club Steward	Terry Wade	9236379
MA appointed Steward	TBC	TBC
COVID-19 Event Checker	Petrina Astbury	9887821
Chief Scrutineer	Paul McPherson	1143926
Event Secretary	Mark Rae	1045727
Compliance Checker	Bill Metcallfe	1504723
Time Keeper	Darren McKemmish - MUCC	9728101

The Clerk of Course will be the Judge of Fact.

3) INSURANCE

Certain public, property, professional indemnity and personal accident insurance is provided by Motor Sport Australia in relation to the event. Further details can be found in the Motorsport Australia Insurance Handbook, available www.motorsport.org.au

4) ENTRIES

- a) The total number of entries is 120 competitors.
- b) Members of MSCA car clubs. Members of Motorsport Australia non-MSCA affiliated car clubs are eligible to enter the event and will be considered “reserve” until 14 days after entries open.
- c) The MSCA Entry Fee is \$245 (Adults), \$125 (Juniors).
- d) Members of the MSCA car clubs receive free Dorian Hire. Non-members pay an additional \$10 for Dorian Hire.
- e) Entries must be received by 5.00pm Friday August 6 2021. **Late entries will not be accepted under any circumstances.**
- f) All entries are to be lodged via the Motorsport Australia MEECAMS system which can be found at www.motorsport.org.au. Entries are not accepted until paid in full via credit card in the system.
- g) Entries received by the MSCA will not be automatically be treated as accepted, until their entry status is changed to ‘Accepted’. Competitors will be advised by email of their acceptance into this event.
- h) Entries will be refunded (a) upon cancellation of the event, or (b) the Competitor advising the Event Secretary of their inability to compete by 5.00pm on the Wednesday before the event. A processing fee of \$25.00 will be applied. Refunds will be processed upon completion of the event.
- i) The MSCA reserves the right to refuse any entry in accordance with the NCR’s.

- j) MSCA Competitors will be required to nominate an MSCA Class in their car profile on the MEESCAMS system.

5) VEHICLE CLASSES & TROPHIES

Drivers entering the MSCA Championship should nominate their MSCA Class.

Definitions:

- A Classic Car is one manufactured before 1 January 1986.
- A Modern Car is one manufactured after 1 January 1986.
- A Classic Car modified with a post 1986 engine, and/or a post 1986 forced induction system shall be regarded as a Modern Car.
- Turbo and supercharged cars capacity needs to be multiplied by a factor of 1.7.
- The MSCA Class Codes and points are calculated by the MSCA after the event.

Classic	Class Code
Class B Classic 0000cc to 1999cc	2C
Class D Classic 2000cc to 3499cc	4C
Class E Classic 3500cc to 4999cc	5C
Class F Classic over 4999cc	6C
Modern	
Class B Modern 0cc to 1999cc	2M
Class D Modern 2000cc to 3499cc	4M
Class E Modern 3500cc to 4999cc	5M
Class F Modern over 4999cc	6M
Clubmans	
Cars up to 1599cc	7
Cars over 1600cc to 1999cc	7A
Cars 2000cc and over	8
Electric and Hybrids	
All vehicles	E
Race	
Nominated Cars	8
Any car running slicks	8
Open Wheelers	9
Regularity	REG

7) VEHICLE REQUIREMENTS & SCRUTINEERING

In line with the MSCA'S COVID-19 Plan, there will be no in-person scrutineering. Self-declaration of vehicle safety is required. The following forms must be completed and handed in when collecting your Dorian timer on the morning of the event. https://www.motorsport.org.au/docs/default-source/covid19/scrutiny/self-checklist-speed.pdf?sfvrsn=c2f57c6d_4

https://www.motorsport.org.au/docs/default-source/covid19/scrutiny/self_statement-of-vehicle-compliance.pdf?sfvrsn=30153519_6

All vehicles eligible, including road registered vehicles, shall conform with the requirements of (a) General Requirements for Cars and Drivers, Schedules A and B of the current Motorsport Australia Manual. Please note the following requirements:

- a) All **non road registered** vehicles must, if fitted with an opening front Panel (e.g. Bonnet), **utilise 2 separate fastening systems**. Road Registered Production Vehicles are exempt from this requirement.
- b) A **fire extinguisher** is mandatory and must comply with Australian Standards 1841 (save that extinguishers which meet A.S 1841.2 are not permitted). The extinguisher must be of at least 900g capacity and *be secured by a metal bracket* within easy reach of the driver. (Note: BCF/Halon extinguishers are now prohibited). The manufactured date (NOT Sale Date) must be less than 3 years old. Refer to Schedule H of the current Motorsport Australia Manual for full requirements.
- c) All loose objects must be removed from the vehicle.
- d) Tyres to be fitted with **metal valve caps**.
- e) A **supplementary return spring** on each throttle must be fitted.
- f) A **blue triangle** indicating the position of the battery or isolating switch must be adhered to the vehicle.
- g) **Roll-Over Protection** is recommended for open cars. Roll-over Protection must be properly and safely constructed and mounted.
- h) **Helmet and Head Protection:** Where a helmet of an occupant could come into contact with the safety cage structure, protective padding must be applied to that area which complies with SFI Specification 45.1.
- i) **Body Protection:** Where the body of an occupant could come into contact with the safety cage it is recommended (but not mandatory) that flame retardant padding be fitted. SFI Specification 45.1 padding is suitable.
- j) **Road Registered Cars with Safety Cages:** Please note that the Clauses above relating to Roll-Over Protection, Helmet and Head Protection and Body Protection apply.
- k) **Drivers of cars with Log Books** must present their Log Book to the Check In office on the morning of the event..
- l) Any car towed or trailered from the circuit during practice or competition through damage or breakdown must be re-examined by a scrutineer before being allowed back on the track.
- m) Any competitor who decides to pack up and go home before the beginning of the third run of the day **must** report to the Chief Scrutineer or his appointed representative before departing the circuit.
- n) **NOISE RESTRICTIONS: Vehicles which exceed 95dB** shall be shown a black flag with orange disc (meat ball flag), and shall cease competition, leave the track at the first available exit point, and not resume competition until the noise problem has been rectified and verified by the Chief Scrutineer. Times for that session will be cancelled. A second noise infringement will result in (1) all times for the day being cancelled and (2) the competitor shall not be permitted to compete for the rest of the day.
- o) **Engine Noise is to be restricted before 9:00AM. Road Registered Cars** must not be revved over idle speed while driving into the circuit. **Non Road Registered Cars CANNOT** be started before 8AM and are to be rolled off the trailer and left in position.
- p) Where fitted, a rain light must be illuminated on instruction from the Clerk of the Course, or their representative, or as specified in any applicable Event or Sporting Regulations.
- q) Vehicles may compete without operating headlights, but if the Clerk of the Course determines that headlights are required for safety reasons, then Vehicles without operating headlights will not be permitted on the Track. Headlight Glass/Perspex must be clear and not coloured.
- r) Passenger Seats may be removed from Vehicles without affecting Class Eligibility.

7) EVENTS

1. Competition car numbers are allocated by the Event Secretary and all cars shall be required to carry regulation competition numbers clearly displayed on the Left and Right sides of the vehicle (Upper Door or equivalent area) as per [Schedule K](#) of the Motorsport Australia manual.
2. All drivers will be allocated a Dorian transponder (serial numbered). This shall be the responsibility of the driver to pick up from the nominated check in area, and returned when no longer required. Failure to return the transponder will mean the competitor re-imbursing the MSCA for the replacement cost. For cars without a fitted Dorian bracket, a supermarket type cloth shopping bag can be used to carry the transmitter. Drivers with personal Dorian transponders must advise the Event Secretary of the Dorian transponder serial number on the MEECAMS system.
3. Run groups and car number allocation will be set by the Event Secretary and drivers advised no later than the Thursday before the event. Subsequent run group changes may be announced at the track on the day. No re-runs will be given for mechanical failure or driver error; however, any re-run allocated by the Clerk of the Course to a competitor or run group must be taken as directed. The decision of the Chief Timekeeper about times recorded shall be final.
4. The Flags to be used at this event are shown in Schedule 1 attached and are as described in the current [Motorsport Australia](#) Manual.
5. The first lap of each run group will be conducted under yellow flags behind a course car. Overtaking is strictly prohibited until you have passed the green flag at the start line.
6. **TSOA Triumph Challenge**
 1. In accordance with NCR20a, there will be parade laps of Triumph vehicles with passengers behind the Official Course Car at the lunch break. Speed will be significantly reduced and will not exceed 80km/h. No overtaking is permitted. The parade will have an experienced driver as the rear car. The driver must be an entrant of the event. All participants will be required to complete and sign the Motorsport Australia passenger ride entry form. [passenger-ride-entry-form.pdf \(motorsport.org.au\)](#). The passenger session will have a momentary stop on the Start Finish line for an event photograph.
 2. The Triumph Challenge will be open to all entrants driving a Triumph car. It will be timed as a Super Sprint event in accordance with the Motorsport Australia Speed Event Standing Regulations, these Supplementary Regulations and any Further Regulations that may be issued. TSOA delegate Mr Michael Kipp will approve all entries. In the event of the maximum of 20 competitors is not reached. Other similar marque cars will be placed into the all Triumph run group.
 3. The first run will be a timed practice run. Subsequent runs in an effort to minimize the need for passing, the competitor's cars released from dummy grid behind the Official Course Car in speed order.

8) SAFETY EQUIPMENT

- a) All competitors will be required to be dressed in long-legged trousers and long-sleeved shirts, or other outer clothing made of non-synthetic material. Shoes must have leather uppers. Refer Schedule D of the current Motorsport Australia Manual. https://www.motorsport.org.au/docs/default-source/manual/general-requirements/schedule-d.pdf?sfvrsn=e7aad4d8_16 It is highly recommended that drivers wear gloves that comply with FIA Standards.
- b) Helmets must comply to schedule D of the Motorsport Australia general requirements as per following link. https://www.motorsport.org.au/docs/default-source/manual/general-requirements/schedule-d.pdf?sfvrsn=e7aad4d8_16
- c) Whilst the use of FHR (HANS Device) is not mandatory for road registered cars in speed events. If your seat-harness-helmet combination will accommodate its use, the MSCA strongly recommends the use of an FHR.
- d) All open cars including a convertible car with its roof down, the driver must wear a visor complying with AS 1609-1981. Goggles with glass lenses, whether laminated or not, shall not be acceptable.

- e) Seatbelts must be fitted to the vehicle and must comply with Schedule I of the current Motorsport Australia Manual https://www.motorsport.org.au/docs/default-source/manual/general-requirements/schedule-i.pdf?sfvrsn=b143a052_12

9) GENERAL

- f) Gates will open at 7.00 am and close by 6.00 pm. Competition will cease at 5.00pm.
- g) The maximum vehicle noise of a competing vehicle shall not exceed 95dB (A) measured at a point 30 metres from the track edge by approved measuring equipment. Noise levels will be measured by the track owner's appointed staff member.
- h) Competitors agree as a condition of entry to help with tasks necessary for the smooth running of the Event as and when directed by Official/s on the day.
- i) The fuel used shall be only commercial fuel as defined by Schedule G of the current Motorsport Australia Manual https://www.motorsport.org.au/docs/default-source/manual/general-requirements/schedule-g.pdf?sfvrsn=a8f566dc_14
- j) Smoking or naked flames shall not be permitted in the pits or within 6 metres of any refueling areas. The engine shall not be running during the refueling of any vehicle.
- k) In accordance with our track hire with Winton Raceway, a maximum of 20 litres of fuel per car may be stored in each garage at any one time. Additional fuel must be stored outside the garage in the paddock area.
- l) Any cost incurred by the organisers from the venue for repair or clean-up of the circuit or grounds, due to action or incident caused by a competitor, or competitors, will be the responsibility of the competitor, or competitors, to reimburse.
- m) The organisers reserve the right to stop the event at any time they consider necessary in the interest of safety, or for any other reason. A breach of the Motorsport Australia COVID-19 Return to Race requirements and the MSCA OHS COVID-19 Policy may also cause a delay to the event.
- n) A speed limit of 10km/h shall apply in the paddock area and dummy grid.
- o) Protests must be lodged in accordance with the NCR's.
- p) The Event Organisers reserve the right to cancel, abandon or postpone the event in accordance with the NCR's. Changes resulting from the government's response to the COVID-19 pandemic may also result in the event being cancelled.

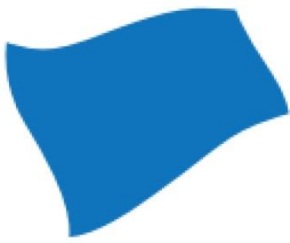
10) ALCOHOL, DRUGS AND OTHER SUBSTANCES

The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au.

Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au

MARK RAE
Event Secretary
MSCA Victoria Inc.
01 April 2021

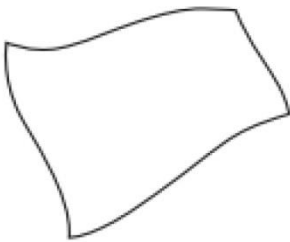
SCHEDULE 1



BLUE
Overtaking Signal.
There's a faster car behind you. Watch your mirrors.



GREEN
All clear. Resume at speed. Overtaking permitted.



WHITE
Slow moving vehicle or service vehicle on the track ahead.

These are the flags used at all MSCA Speed Events.



YELLOW
Danger ahead. slow down and be prepared to take avoiding action. Strictly no over-taking.



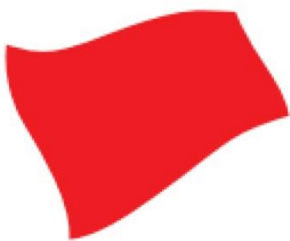
BLACK WITH ORANGE DISC
Your car has a mechanical problem. Exit the track at the first opportunity and report to Scrutineering.



YELLOW WITH RED STRIPES
Detioration of adhesion and/or slippery surface ahead.



BLACK
Your driving behaviour is unacceptable. Exit the track at the first opportunity and report to the Clerk of Course.



RED
Slow down CONSIDERABLY and exit the track at the first opportunity.



CHEQUERED FLAG
The Run or Session has finished. Slow to 75% speed and Exit the track at the first opportunity.



SCHEDULE 2

MSCAV OH&S COVID-19 Policy

1. Purpose and Scope

The Marque Sports Car Association of Victoria (MSCAV) is committed to providing and maintaining a healthy and safe environment for competitors, officials, contractors and the community.

In fulfilling this responsibility, MSCAV will provide and maintain so far as is practicable an environment that is safe and without risks to health. This will include:

- Providing and maintaining safe protocols for operating a speed event in accordance with government and Motorsport Australia guidelines
- Ensuring facilities adequately meet the required standards to protect the welfare of all competitors, officials, contractors and the community
- Providing information and training for competitors, officials and contractors enabling them to conduct their roles in a safe manner

All MSCAV competitors, officials and contractors are expected to demonstrate a commitment to supporting health and safety at an MSCAV event.

The purpose of this policy is to ensure that the MSCAV satisfies its moral and legal responsibility to provide a safe and healthy environment at speed events for competitors, officials, contractors and the community.

2. Policy

MSCAV is committed to:

- Undertaking risk management activities to adequately manage risks to anyone at MSCAV speed events in accordance with government regulations, Motorsport Australia National Competition Rules and requirements outlined in Motorsport Australia's Return to Race strategy:
https://www.motorsport.org.au/docs/default-source/covid19/motorsport-australia_return-to-race.pdf?sfvrsn=226dacc9_10
- Compliance with all relevant legislation standards, and other requirements to which MSCAV subscribes
- Maintaining safe systems, a safe event environment, including systems to adequately manage emergency response
- Working with venue operators to ensure facilities meet the required standards to protect the welfare of competitors, officials, contractors and the community
- Providing appropriate health and safety information to competitors and officials enabling them to undertake their duties in a safe environment
- Providing adequate resources to fulfil MSCAV health and safety responsibilities in accordance with Motorsport Australia's National Competition Rules and conducting events in accordance with government and Motorsport Australia COVID-19 protocols

In the pursuit of organising safe events the MSCAV will encourage communication and co-operation between the event organisers and competitors, officials, and contractors as it is recognised that such consultation and co-operation will assist in maintaining a safe and healthy environment.

3. Responsibilities

It is the responsibility of the MSCAV event organisers, competitors, officials and contractors to conduct themselves in a safe way. MSCAV requires all competitors, officials and contractors to comply with reasonable direction to perform their duties safely. This means competitors, officials and contractors must manage their duties to support the health, safety and welfare of themselves and others during an event.

The health and safety duties and responsibilities of event organisers, competitors, officials and contractors are outlined below:

Event Organiser

The Event Organiser is responsible for ensuring the event is conducted in a safe manner in accordance with relevant legislation, government regulations and the requirements of Motorsport Australia:

- Ensuring appropriate health and safety policies and procedures are developed and implemented to enable effective management of health and safety and control of risks to health and safety
- Advising competitors, officials and contractors of their responsibilities, and ensuring they are aware of changes to event practices and procedures
- Ensuring that risks to health and safety are identified, assessed and effectively controlled. All incidents within their area of control must be reported and investigated, and basic cause and control strategies identified
- Reviewing the MSCAV COVID-19 policy to maintain accuracy and relevance in line with legislative and Motorsport Australia requirements

COVID-19 Responsibilities

In accordance with Motorsport Australia's COVID-19 Return to Race requirements, the Event Organiser is also responsible for:

- Submitting a Return to Race COVID-19 venue plan to Motorsport Australia in support of their event permit application
- Installing signage to advise of COVID-19 requirements
- Providing barriers and/or markings that restrict the amount of people in a certain area
- Providing suitable facilities, products and equipment to ensure required hygiene practices can be maintained
- Cleaning equipment prior to use and during an event as required
- Providing separate medical facility/area for isolation of suspected COVID-19 cases
- Creating a register of all attendees at the event

Officials

- Are responsible for the effective implementation of the MSCAV COVID-19 policy and
- Must observe, implement and fulfil their responsibilities under Motorsport Australia's National Competitor Rules and Return to Race requirements: https://www.motorsport.org.au/docs/default-source/covid19/officials/officials.pdf?sfvrsn=77a3d303_8

COVID-19 Responsibilities

In accordance with Motorsport Australia's COVID-19 Return to Race requirements, Officials must also adhere to the following:

- Under no circumstances should anyone attend an event if any of the following apply:
 - Have symptoms consistent with COVID-19 – e.g. fever, respiratory issues, shortness of breath, sore throat, lack of sense of smell, fatigue
 - Been overseas in the previous 14 days
 - Been in contact with a known COVID-19 positive case in the previous 14 days
- Encourage and support the use of the Australian Government COVIDSafe App
- Avoid sharing equipment, tools or apparel. If sharing is unavoidable, the equipment must be cleaned prior to use by another person
- Avoid sharing food or using group catering services
- Maintain social distance measures in accordance with government requirements
- Participate in online/virtual officials' sign-on and briefings
- Avoid unnecessary physical interaction between officials, competitors and other personnel. Wherever possible electronic or radio interaction should be used.
- Avoid the use of paper reports. An electronic system should be used where practicable.
- Avoid the use of indoor facilities where possible, but if unavoidable ensure that the space is sufficient to respect social distancing and the maximum number of persons permitted
- Comply with any request of - or requests by - the COVID-19 Event Checker

Competitors

- Have a duty of care in which they are responsible for their own health and safety and of others affected by their actions at the event, and to avoid adversely affecting the health and safety of any other person
- Should comply with the safety procedures and directions agreed between event organisers and competitors
- Must not wilfully interfere with or misuse facilities provided in the interests of health, safety and welfare of MSCAV competitors
- Must report potential and actual hazards and incidents that occur during an event
- Obey any reasonable instruction aimed at protecting their health and safety
- Use any equipment provided to protect their health and safety
- Consider and provide feedback on any matters which may affect their health and safety

COVID-19 responsibilities

In accordance with Motorsport Australia's COVID-19 Return to Race requirements, Competitors must also adhere to the following:

- Under no circumstances should anyone attend an event if any of the following apply:

- Have symptoms consistent with COVID-19 – e.g. fever, respiratory issues, shortness of breath, sore throat, lack of sense of smell, fatigue
- Been overseas in the previous 14 days
- Been in contact with a known COVID-19 positive case in the previous 14 days
- Motorsport Australia strongly recommends the use of the Australian Government COVIDSafe App
- Avoid sharing equipment, tools or apparel. If sharing is unavoidable, the equipment must be cleaned prior to use by another person
- Avoid sharing food or using group catering services
- Maintain social distance measures in accordance with government requirements
- Participate in online/virtual drivers’ briefings
- Avoid unnecessary physical interaction between officials, competitors and other personnel
- Comply with any request of - or requests by - the COVID-19 Event Checker

Contractors and community spectators:

- Are required to comply with government and Motorsport Australia requirements, and health and safety policies and procedures
- Must observe all reasonable directions on health and safety

4. Key Principles

MSCAV is committed to supporting and actioning the Key Principles of the Return to Race strategy developed by Motorsport Australia. This means:

1. Adhering to **government guidelines** including supporting the downloading of the COVIDSafe App
2. Maintaining **good hygiene** practices at the event and encouraging appropriate personal hygiene protocols
3. Following **social distancing** requirements and supporting the principle of “Get in, sprint, get out”.
4. **Restriction** of entry of competitors and engagement of officials and contractors if they have symptoms consistent with COVID-19 or if they have had potential exposure to anyone that may be infected with COVID-19
5. **Monitoring** compliance of government and Motorsport Australia requirements through appointing a COVID-19 Checker at each event
6. Accessing **education, training and resources** of Motorsport Australia

5. MSCA protocols

In accordance with Motorsport Australia’s Key Principles of the Return to Race strategy, the MSCAV has developed the following protocols for organising events during the COVID-19 pandemic:

Event Element	Requirement	Mechanism
Government requirements – public gatherings	Adhere to the federal and state regulations	Refer to Motorsport Australia and government websites
	Max. competitor numbers in accordance with MA permit numbers (subject to review and contingent on govt. restrictions)	Pre-event communication to drivers
	Paddock - Max. competitors gathering at any given time in accordance with govt. restrictions	Signage to indicate requirements
	No spectators	Pre-event communication to drivers

	Max. of 1 support crew per vehicle (total of 2 incl. driver)	Pre-event communication to drivers
	No onsite catering unless provided by the venue and in accordance with appropriate protocols	Pre-event communication to contractors and drivers
Monitoring	Create and maintain a register of attendees for each event. Provide register of attendees to Motorsport Australia post-event	Capture attendees electronically prior to event via drivers' and officials' briefing and risk survey.
Restriction	No official/competitor/contractor will attend an event if they have symptoms consistent with COVID-19, if they are awaiting results of a COVID-19 test, if they have a positive test result for COVID-19 or if they have had potential exposure to anyone that may have been infected with COVID-19	Pre-communication to competitors/officials/contractors. Risk survey sent to officials and competitors for completion prior to the event.
Pre-competition activities: check-in, dorian collection, numbers, scrutineering	Check in: no in person check-in. To be done electronically prior to the event.	Drivers to update MEE profile and provide electronic copy of current club membership to event secretary prior to event. Event secretary to check license validity electronically. Entries are not accepted until MA license and club membership has been validated.
	Dorian collection: Hygiene practices and social distancing implemented. Social distancing to be enforced.	Appropriate screening and PPE provided to volunteer. Drivers to conform to social distancing requirements. No sign-out of dorian collection required. Regular use of hand sanitiser and wiping down of surfaces.
	Numbers will not be available for purchase on the day	Pre-event communication to drivers. Pre-purchase of numbers available as part of entry fee. Contactless self-collection available at the event.
	Scrutineering: no in person scrutineering	Self-declaration of vehicle safety required. Pre-event communication to competitors outlining process. Link to be provided on MEE entry. Contactless spot-scrutineering undertaken by Chief Scrutineer
Equipment deployment – radios, apparel (high-vis vests)	Hygiene protocols to be adopted. No sharing of apparel	Equipment wiped down before and after deployment, high vis vests are washed and kept by user. Limit use of equipment to one user
Drivers and Officials briefing	No in-person briefings to be conducted.	Briefings provided electronically via webinar or zoom. Attendance recorded and reconfirmed in risk survey.
	Driver's briefing – conducted via webinar/zoom	Webinar/zoom presentation to be prepared and attendance recorded.

		Non-attendees will be sent a recording of briefing. Attendance recorded. Electronic acknowledgement of drivers briefing also captured and recorded in risk survey
	Officials' briefing – to be conducted via zoom	Presentation to be conducted via zoom. Non-attendees will be sent a copy of the presentation. Confirmation of attendance required electronically. Electronic acknowledgement of drivers' briefing also captured and recorded in risk survey
Marshals/officials – paddock, marshalling areas, control tower	Flag marshals: Max. 2 people per post. Maintain social distancing requirements – 1.5m.	Pre-event communication to officials via officials' briefing
	Fire/medical/recovery - Max. 2 people per vehicle. PPE to be used.	Pre-event communication to officials via officials' briefing. PPE available at event
	Provide separate medical facility/area for isolation of suspected COVID-19 cases	Identify appropriate facility/area at venue for isolation of suspected COVID-19. Advise relevant marshals/officials of location.
	Control Tower/timing- 1.5m social distancing required (1 person per 4m ²).	Pre-event communication to officials via officials' briefing. PPE available, hand sanitiser and wipes available during the event. Signage at door to confirm max. capacity (i.e. 1 person per 4m ²).
	Dummy Grid - all drivers to stay in their vehicles. No other personnel (other than the driver) allowed in dummy grid.	Pre-event communication to officials via officials' briefing. During event - maintain social distancing 1.5m. PPE and hand sanitiser available.
Social distancing – competitors	Competitors to stay with their car and in group size in accordance with govt. restrictions when not competing. Max. of 2 vehicles per garage. Max of 2 people per vehicle (including driver). Social distancing regulations of 1.5m must apply	Pre-event communication to competitors. Monitored by COVID-19 Checker during the event.
Hygiene practices– competitors	No sharing of apparel (including helmets). No sharing of tools/equipment. Double entered cars – appropriate hygiene practices to be implemented	Pre-event communication to competitors.
Results	Provided electronically throughout the day via Natsoft	Pre-event communication to competitors. Communicated at the start of the event and throughout the day.
Communication	Communicate Motorsport Australia Return to Race strategy, MSCA OHS COVID-19 policy	Pre-event communication to competitors. Available at the event.

Risk Survey

The Event Organiser will conduct an online risk survey for all competitors and officials prior to the speed event to ascertain what, if any, restriction may apply to attending the event. The results of the survey will enable the MSCAV to identify and assess any potential restrictions and to take appropriate action prior to the event.

This is an uncontrolled document when printed

Recent Amendments Table (*Most recent listed at the top of table*)

			Prepared / Reviewed / Revised	Authorisation		
Date	Full name	Title	Summary	Full name	Position	Date
17/05/2020	Petrina Astbury	Secretary	Development of OHS COVID-19 policy	Bruce Astbury	President	19/05/2020