



# NON-COMPETATIVE TRACK DAY RULES & REGULATIONS

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Non-Competitive Track Day Rules & Regulations V1.2 March 2025 Track Day Regulations - 1.2

## VERSION HISTORY

Version	Date	Description
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1.0	January 2022	Creation of Track Day Regulation document.
1.2	March 2024	Amendments following revision
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## 1. Overview

NORA Motorsport is a trading name of NORA 92 Limited.

For the purposes of this document any reference to NORA can refer to NORA Motorsport or NORA 92 Limited.

NORA 92 Limited is a government authorising body under Statutory Instrument 1995 no. 1371, Road Traffic Motor Vehicles (off road events) Regulations 1995.

NORA 92 Limited may give an authorisation for a motoring event for the purposes of section 13a of the Road Traffic Act (RTA) 1988 upon such conditions as it thinks fit.

NORA issues rules and regulations for motorsports events to enable its affiliated members to organise, manage and promote events in a safe a fair manner.

No discrimination is intended where references are made to specific gender within NORA's Regulations.

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This document was created by NORA Motorsport / NORA 92 Ltd for use by affiliated event organisers only under the approval of NORA 92.

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Non-Competitive Track Day Rules & Regulations V1.2 March 2025 Track Day Regulations - 1.2

## 2. Non Competitive Events

### 2.1. Conditions

- a. The organiser must be affiliated to NORA.
- b. An RTA Exemption Permit must be applied for and in place prior to the start of the event

### 2.2. Description

Track days are NON-COMPETITIVE recreational events.

No part of a NORA sanctioned track day is to be timed or deemed to be competitive in any official manner.

The risks involved with the participation in such events are similar to those of a motorsport competitive event and organisers should follow, wherever possible, the guidelines of the NORA 92 Limited Code of Practice.

The discipline regulations described here will not cover every situation or scenario that may occur. There will be a licenced Clerk of the Course present at each track day event. The Clerk of the Course will have the final say in all matters including questions, concerns, complaints, and decisions regarding participant requirement and on-track driving behaviour.

## 3. Eligibility

### 3.1. Licences

- a. For participation in a NORA sanctioned event, all participants must hold a current NORA Licence or Membership.
- b. Personal accident insurance is available with a NORA Advanced or International Licence, no other Licence or Membership will include participant Personal Accident cover.\*
- c. Participants of 16 years of age or older must hold either a DVLA (or International equivalent) Driving Licence or a competition licence issued by a National Governing Body.
- d. Participants under 16 years of age must hold a competition licence issued by a National Governing Body.

\*Isle of Man One Event Licences include Personal Accident insurance for the duration of the event.

### 3.2. International Participants

- a. Participants that reside outside of the UK must carry repatriation insurance to a minimum cover value of £100,000. b. One event International Licences can be provided by the organiser.

## 4. General Conditions

Events are permitted to run in wet and dry conditions. It is the Clerk of the Course's responsibility to ensure the track is safe for use on the day of the event and the event may be cancelled if the Clerk of the Course deems the track un-useable for reasons of safety.

All participants must sign-on prior to the start of the event, using the official NORA supplied declaration wording. All officials, marshals, medical staff and so on must sign-on prior to the start of the event.

The Clerk of the Course must complete a pre event risk check list prior to the start of any event and note any alterations or deviations for these regulations and the Code of Practice. All officials, marshals, medical staff and so on must be briefed by the Clerk of the Course prior to the start of the event. The Clerk of the Course is responsible for ensuring all safety guidelines, rules and regulations are met and that all officials etc. are suitably qualified and/or trained for their specific role.

## 5. Pre-Event Requirements

Event permits will be issued upon request of the organiser using the online organiser portal, application should be made 14 days prior to any event. The issue of a permit following late application is at the discretion of NORA. NORA are not responsible for any delays caused in issuing an event permit as a result of insufficient information being provided by the event organiser.

It is the event organiser's responsibility to ensure all documents used for and at the event are up to date. Documents that do not meet regulations and/or have information missing may have serious consequences in the case of later litigation.

A Clerk of the Course licenced by NORA must be present and in control throughout the event. The Clerk of the Course is ultimately responsible for all aspects of the event including the preparation and delivery of the event. The event organisers must ensure that any appointed Clerk of the Course holds a current licence for the status of the event.

A technical inspector licenced by NORA must complete all vehicle technical inspections under the jurisdiction of the Clerk of the Course. The Clerk of the Course must ensure that any appointed Chief Technical Official holds a current licence for the status of the event.

The intended track must be certified by NORA prior to any event permit being issued.

The event organisers/Clerk of the Course are responsible for ensuring all medical provisions including personnel, equipment and vehicles meet NORA regulations and that these provisions are in place for the entire event.

## 6. Participant Regulations

All participants must adhere to the following regulations.

The Clerk of the Course is responsible for ensuring regulations are enforced and any official who may have concerns regarding the regulations must inform the Clerk of the Course.

Failure to comply with event regulations will result in participants being asked to leave the event. This may result in entry to future events governed by NORA being refused.

## 6.1. Regulations:

All participants must:

- a. sign on prior to the start of the event. All necessary forms must be completed in full and.
- b. hold a valid driving licence or a competition licence issued by a NGB.
- c. must attend the drivers briefing. Failure to attend will result in refusal to participate.
- d. must ensure their vehicle is safe and confident in its worthiness for its intended use before presenting it for technical inspection.
- e. must be accompanied by an adult if under the age of 18 when signing on and throughout the duration of the event in the pit area.
- f. All drivers must follow the zero tolerance to drugs and alcohol policy.
- g. All drivers are expected to respect event officials, marshals and so on as well as adhering to event rules and regulations throughout the event.

## 6.2. Car Participant Regulations

All drivers must:

- a. wear appropriate footwear when operating their vehicle. Sandals, flip-flops, plimsolls and similar are not deemed as appropriate.
- b. wear suitable clothing. Full length trousers must be worn, no shorts. Long sleeve tops must be worn, no short sleeves, vests etc. drivers are encouraged to wear race suits however this is not mandatory for this type of event.
- c. wear a helmet at all times when operating their vehicle. Helmets must be in good useable condition and safe for their intended use. Helmet standards can be found in the NORA Code of Practice.
- d. wear gloves, this is not mandatory.
- e. must not use any hand-held devices such as cameras, mobile phones etc. whilst operating their vehicle.
- f. ensure that their view is not restricted by the mounting of cameras etc
- g. ensure that there are no loose obstacles in the vehicle that could cause injury in the case of an accident.

## 6.3. Motorcycle Participant Regulations

All riders must:

- a. Wear a complete leather suit of at least 1.2mm thickness, two piece suits that zip together at the waist are acceptable with the zip covering a minimum of 75% of the waist band.
- b. wear a helmet at all times when operating their vehicle. Helmets must be in good useable condition and safe for their intended use. Helmet standards can be found in the NORA Code of Practice.
- c. wear boots designed for the use with motorcycling that cover, as a minimum, the ankle.
- d. Wear gloves designed for the use of motorcycling, preferably made from a leather material.
- e. Contain long hair within their clothing.
- f. Not use helmet mounted cameras.

## 7. Vehicle Regulations

The safety of the vehicle is the responsibility of the participant at all times. The event organisers/officials reserve the right to refuse entry to any vehicle if any fault or feature is believed to compromise the safety of the vehicle, its occupants and or other participants.

Track Days are organised to cater for a wide variety of vehicles. There will be the opportunity for competition vehicles and historic/classic vehicles to be driven on track. Radicals and sports prototypes are not permitted at these events. It is important to note that track usage exerts greater pressure for longer periods on vehicles and their components in comparison to normal road use. This highlights the need for particular attention to safety, and it is recommended that drivers thoroughly inspect their vehicles prior to use on the circuit.

The below points give both mandatory and recommended vehicle regulations. Mandatory vehicle regulations are in red.

### **7.1. SEATBELTS, HARNESSSES & SEATS**

- a. Seatbelts or harnesses must be fitted securely and functional.
- b. Seats must be fitted securely.

### **7.2. ELECTRICAL**

- a. A suitable strap or fixing must secure the battery in place and its cap(s) tightly fastened.
- b. Vehicle wiring should be adequately bound and clear of obstruction.
- c. Glass light lenses should be taped so that, in the event of them breaking, they do not shatter on the track.

### **7.3. STEERING & SUSPENSION**

- a. General condition of shock absorbers and springs etc. should be checked for any signs of corrosion or wear with particular attention paid to mounting points and fasteners. Suspension components must be checked and be free of any leaks.
- b. Steering wheel must be fitted securely.
- c. Handlebars must be securely fitted and the turn capability of the bike should not be compromised. d. Gaiters, rubbers and seals retaining grease or oil should be in good condition to prevent leaking onto the track.

### **7.4. TYRES, WHEELS & BRAKES**

- a. Tyres must be checked for correct pressure and adjusted if necessary for track use.
- b. Tyres must be checked for cracking around the tyre wall and between the tyre tread.
- c. Tyres must meet the legal requirement to meet highway standards of tread around the entire circumference of the tyre and at least  $\frac{3}{4}$  of the width of the tyre.
- d. At the discretion of the Clerk of the Course, competitors holding a NGB competition licence may use slick racing tyres.
- e. Wheels must be correctly fitted and secured i.e. wheel studs should be adequately torqued. f. Wheels must be checked for cracks. (In particular alloy wheels)
- g. Brakes should be working efficiently with a good firm pedal and not pull to one side under heavy braking.

### **7.5. ENGINE & FUEL SYSTEM**

- a. The engine and drivetrain should not leak any oils or fluid.
- b. Gaskets and hoses should be in good order and adequately secured and fixed.
- c. It is advisable not to fill the fuel tank to more than 70%.
- d. It is essential that all fluid levels be checked before track use.
- e. Vehicles must be fitted with an exhaust silencing system.\*

### **7.6. Windows**

- a. All windows must be closed to a minimum of 75% unless securely fastened window nets are in place

### **7.7. Convertible Cars**

- a. Convertible cars may be used at track days with the use of roll over protection systems. This may be in the form of a complete roll cage or roll over hoops behind the drivers head.
- b. Passengers may only be carried if the use of a full roll cage is employed.

## **8. Grouping**

Vehicles must run in groups of no more than 48 at any one time. Consideration must be given to the size of the circuit and further restrictions may be imposed.

Track Days will consist of three driving groups (numbers permitting) - Novice, Intermediate, and Advanced.

### **8.1. Novice**

- a. Intended for first time track drivers or drivers with less track experience.
- b. This group must be structured and passing must be monitored.
- c. The Clerk of the Course may decide to upgrade participants to a higher group upon assessment.

### **8.2. Intermediate**

- a. Aimed at the participant with some prior track day experience.
- b. Passing is allowed in a safe manner anywhere on the circuit.
- c. The Clerk of the Course may decide to upgrade or downgrade participants to a higher or lower group upon assessment.

### **8.3. Advanced**

- a. Aimed at more experienced track day participants, competitors or advanced drivers/riders.
- b. Speeds are generally higher and passing is allowed anywhere on the circuit.
- c. The Clerk of the Course may decide to downgrade participants to a lower group upon assessment.

### **8.4. Selection**

- a. Groups are to be based on vehicle performance and participant skill. Participants must be honest about their driving

- abilities and request to be placed within a suitable group that best matches their vehicle performance and driving ability. Inexperienced drivers should not attempt to drive a vehicle with a high proven performance.
- b. Event organisers/officials reserve the right to refuse a participant entry to the track if they do not believe the driver has the ability to control their vehicle safely.
  - c. Any participant found to be deliberately racing one another on the track and/or pit lane may be asked to leave the event.
  - d. Each group will be allocated, in general, no more than 15-minute sessions throughout the course of the day. Participants may enter/exit the circuit at any time during those session but must do so correctly as per the Clerk of the Course's instructions in the briefing. \*\*
  - e. Participants must not attempt to join another group without the prior approval from the Clerk of the Course.

\*\* In certain circumstances session may be extended but must be notified on the pre event check list prior to the start of the event.

## 9. Technical Inspection

It is the responsibility of the participant to ensure that their vehicle meets the minimum requirements set out in these regulations and that they are satisfied with the safety of their vehicle. Any inspection carried out by the officials of the event is not a certification of the safety of the vehicle but a cursory check of compliance. Any defects noted by the inspector must be rectified before the vehicle will be allowed to enter the circuit.

Vehicles that have undergone inspection must be clearly distinguishable to all officials of the event. The event

technical inspector must be licenced by NORA and is under the jurisdiction of the Clerk of the Course. Items that

may be inspected:

- a. Battery fixings, with caps fastened tightly.
- b. Fuel tank/cell mounted securely and not loose.
- c. Fuel tank/cell cap fitted securely and not likely to fall off.
- d. Vehicle for obvious fluid, fuel or oil leaks.
- e. No obvious parts on the vehicle loose or protruding, which may fall off or cause damage.
- f. Tyres in good overall condition with a reasonable tread depth present.
- g. Wheel rims.
- h. Wheel studs/nuts are fitted securely and not loose.
- i. Steering wheel/Handlebars secure and fitted correctly.
- j. Seatbelts/harnesses present and operational.

- k. Seats fitted securely.
- l. No loose items in the vehicle.
- m. Brake pedal/levers are firm and operational.
- n. Brake discs and callipers in good working order. No excessive wear shown on discs.
- o. All doors and bonnet are secure when closed and are not likely to open without assistance.
- p. Exhaust silencing system is fitted and the vehicle is not excessively loud\*.
- q. Drivers helmets meet requirements and in good useable condition with no signs of damage or deterioration.
- r. Drivers clothing and footwear is appropriate.
- s. Any on-board fire extinguishers must be safely secured and have the safety pin removed.

Should a vehicle fail technical inspection, the participant may return for a second inspection if they have addressed the reasons for the initial failure.

Should a vehicle leave the site for any reason, it must be re-inspected upon its return before it is allowed to enter the track.

If a driver/vehicle owner makes any changes or modification to their vehicle during the course of the event, the vehicle may be re-inspected before it is allowed to enter the track.

## 10. Sound Control

The maximum permitted sound level will be controlled by the following method. The sound level meter microphone to be placed 2m from the exhaust pipe end, at an angle of 45 degrees measured from the exhaust centre line at a height of exhaust outlet from the ground ( +/- 2cm). All measurements will be rounded up.

The vehicle engine will be revved at  $\frac{3}{4}$  engine 'rpm' and held for at least 1 second. If the machine fails, the first test then the test may be repeated a further two times. Tests should be conducted with warm engines. If a misfire or detonation occurs, the test must be reconducted.

Temporary silencers, bypass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited.

If this level cannot be achieved the test may be carried out at a distance of 0.5m from the exhaust outlet.

### 10.1. General

- a. The ambient sound level within a 5-metre radius from the machine being tested should be at least 10 dBA below the maximum level permitted for the discipline.
- b. Sound level meter minimum standard for enforcement IEC 651 Type 2 BSI 5969 Grade 2.

### 10.2. Acceptable Levels

For tests levels taken at 2m

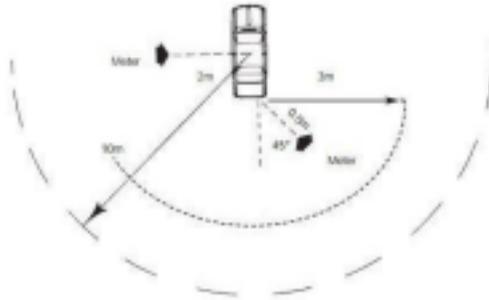
- a. For Cars the maximum permitted level is 96dB/A
- b. For bikes the maximum permitted level is 98dB/A

For tests levels taken at 0.5m

c. For Cars the maximum permitted level is 105dB/A

d. For bikes the maximum permitted level is 112dB/A

Further restrictions may be applied by individual circuits and will override these regulations. Some circuits may permission to run without noise constraints and can operate outside of these limits.



## 11. Track Regulations

Participants must comply with the following regulations whilst entering and on the circuit, a failure to comply, as determined by the Clerk of the Course, could result in the participant being penalised or requested to leave the vent.

- a. Participants can only enter the track via the approved area and under the approval of the steward.
- b. Participants must clearly display their technical check verification mark.
- c. The track must not be opened until the Clerk of the Course has completed their pre event check list.
- d. The track must not be opened to participants until all event officials including marshals and medical staff are in position and have confirmed that they are happy to proceed.
- e. Participants must follow the direction of the track as specified by the Clerk of the Course in the drivers briefing.
- f. If a vehicle spins or runs off of the track and is unable to re-join the session safely, the participant must follow the marshal's instructions to remain in a safe place until the end of the session.
- g. Drivers must not stop and exit their vehicle whilst on track unless in the event of an emergency.
- h. There will be strictly no timing permitted at these events. This is a non-competitive recreational event and timing by event organisers, participants or other attendees is not permitted. Anyone found to be timing the event will be asked to leave the venue.
- i. All participants must slow down to a maximum speed of approximately 30mph once they have passed the chequered flag on the last lap of the session in order to return to the pits.
- j. Re-fuelling is not permitted on the track, in the start gate queue or the pit/return lane.
- k. The event organisers/officials retain the right to remove any participant and/or vehicle from the track at any time if they feel that the participant and/or vehicle do not adhere to regulations.
- l. Helmets and seatbelts/harnesses must be securely fastened at all times when on track.
- m. Marshals must be present at key points on the track with a clear view of all areas.

- n. Marshals, officials and event organisers must be able to communicate with one another at all times.
- o. Fire extinguishers and oil spill kits must be present at each marshal point as well as marshal flags.
- p. Medical staff and event officials must have clear access to the track at all times.
- q. The track must be clearly bordered by fencing and/or railings with signs to show the area is prohibited and give warning to the risks and dangers of the event.
- r. Only authorised officials and medical staff are permitted to enter the prohibited areas without first seeking permission from the Clerk of the Course.
- s. When the start gate is opened, the steward in charge of the gate must stagger each vehicle as it enters the track, creating an adequate separation between the vehicles on track. This is to reduce congestion on the track and to keep drivers from attempting to race one another or drive erratically when close to one another.

## 12. Paddock/Pits Regulations

- a. Drivers must be cautious and respectful of other drivers and their vehicles when in the pits/paddock.
- b. Drivers are responsible for their own safety and that of other attendees in these areas who may be affected by their operation.
- c. It is the driver's responsibility to self-risk assess their operation and take appropriate action to remove or minimize any hazards.
- d. Drivers must drive with caution and at no more than approximately 5mph in the pits/paddock.
- e. Children under the age of 16 years must be accompanied by an adult at all times when in the pit/paddock area.
- f. Officials, event organisers and participants vehicles are granted access to the pits/paddock only. Attendees who are not participating in the event are not permitted to enter the pits/paddock in their vehicle without approval from an event official.
- g. Re-fuelling is permitted in the pits/paddocks, however drivers must only hold small amounts of fuel in appropriate containers such as jerry cans. No more than 10 litres of fuel are to be held by each participant/crew. Participants are responsible for any fuel they bring to the event and must make the event safety officer aware of any fuel containers they have and will be subject to checks.
- h. There must not be any participant in or on any vehicle during re-fuelling.
- i. Groundsheets must be used when re-fuelling and servicing a vehicle.
- j. Refuelling is not permitted in the start lane or pit return lane.

Fire points must be present at either end of the pits/paddock with fire blankets and at least 1 6kg dry powder fire extinguisher. Spill kits must also be present at each fire point in the pits/paddock.

The pit return lane is strictly one way with a 30mph speed limit.

Reckless or dangerous driving in the pit return lane and/or pits/paddock may result in the individual(s) being asked to leave.

### 13. Acknowledgement of Risk & Regulations

Participants must be familiar with the nature of the track day and acknowledge the risks and dangers involved with an event of this nature.

Participants must be in good health and their eyesight must be up to the standard required for a road driving/riding test.

Participants must declare any medical condition or disability that may affect their normal control of a vehicle, which might make it unsafe for the driver to participate in the event, or any other activity of a similar nature.

Participants must be aware that the event organisers and event officials reserve the right to remove them from the venue at any time if they consider their actions to be dangerous or detrimental to other participants and attendees.

Participants must sign all necessary documents prior to their participation in the event. By doing so, participants acknowledge the risks and dangers of an event of this nature and take responsibility for their own actions, vehicles and possessions.

In consideration of participants being permitted to partake in the track day arranged by the event organisers, participants agree to save harmless and keep indemnified, the event organisers and its respective officials, servants, representatives and agents, and any other person or organisation using the organisers or sites facilities in respect of all claims, costs, expenses and demands in respect of death of, or injury to, or loss of or damage to them or their property arising in pursuance of their undertaking in the track day.

All participants must accept that they will be solely responsible for any decision to drive/ride any vehicle or discontinue to drive/ride any vehicle or use any equipment at any time whilst it is in their possession or under their control. They must acknowledge that if they should be dissatisfied prior to or whilst driving a vehicle or using the equipment as to the satisfactory condition of the vehicle or the equipment they are required to discontinue driving the vehicle or using the said equipment forthwith.

Participants must attend the briefing and be compliant with all rules and regulations enforced by the event organisers and event officials.

### 14. Flags

**Red** – All vehicles must be prepared to stop. Drivers must not pass any red flag unless authorised or directed to do so by a marshal or event official. When directed to pass on a red flag, drivers must do so slowly and cautiously to return to the pits/paddock.

**Yellow** – approaching danger/hazard, continue with extreme caution and do not pass/overtake.

**Black** (with vehicle number shown on board) – the vehicle shown on the number board must return to the pits/paddock immediately.

**Chequered** – End of session, all participants to return to pits/paddock.

**Green** – Safe to proceed.

### 15. Participants Briefing

All participants must attend the participants briefing at the start of the event. Failure to attend the participants briefing will result in the participant being refused entry to the event. Any person arriving after the briefing may receive an individual briefing at the Clerk of the Course discretion if time permits.

The Clerk of the Course or Deputy Clerk of the Course must deliver the drivers briefing.

The following information should be included in the drivers briefing:

- a. Who organises the event.
- b. Highlight key event officials such as Clerk of the Course, technical inspector etc.
- c. Entry and exit gates for the track.
- d. Track rules and regulations including track direction, passing/overtaking rules and prohibited areas. e. Flags.
- f. Incident procedure.
- g. Pit return lane regulations.
- h. Pits/paddock regulations.
- i. Fire safety regulations including fire points, refuelling and storage of fuel.
- j. Event schedule.
- k. Grouping.
- l. Vehicle numbers, technical inspection, signatures and track entry regulations.
- m. Any terms and conditions set out by the landowner that may be relevant to participants such as removal of rubbish and site boundaries.
- n. Facilities, such as toilets and catering providers.
- o. Highlight the risks and dangers involved with an event of this nature.
- p. Ensure all drivers are aware of the events rules and regulations.

The above list is not exhaustive

## 16. Official's Briefing

All officials must attend the official's briefing before the start of the event.

The Clerk of the Course or Deputy Clerk of the Course must deliver the officials briefing.

The following should be included in the officials briefing:

- a. Highlight key officials and ensure everyone is aware of one another's positions.
- b. Ensure all officials are suitably qualified and/or trained for their position and each individual is confident in the position they are holding.
- c. Event schedule and grouping.
- d. Incident procedure.
- e. Fire safety regulations.
- f. Track regulations.
- g. Pit return lane and pits/paddock regulations.
- h. Communications. Ensure all officials have means of communicating with one another efficiently with use of equipment such as radios.
- i. Who key officials are in the event of an incident. Key decision makers such as the Clerk of the Course must be known to all officials.
- j. Ensure all officials have signed the necessary documents to enable them to participate at an official capacity

- during the event.
- k. Ensure all officials are aware of the events rules and regulations.
  - l. Highlight the risks and dangers involved with an event of this nature.
  - m. Ensure all officials know that they can report any incident that they feel may be detrimental to their health and wellbeing

The above list is not exhaustive

## 17. Emergency & Medical Services

All emergency vehicles must be suitably equipped for the particular tasks required of them and meet regulations as set out by NORA in this document. All units and equipment are at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition. Where appropriate, test certificates and time expired consumables are to be 'in date'.

The medical services must include a fully equipped ambulance, stocked to the levels of a front line registered ambulance capable with dealing with all scenarios that may occur on the circuit.

The rescue service providers for the event are required to carry the following: (at a minimum)

### 17.1. Minimum Requirement:

The minimum requirement for a track day event is:

- 1 Qualified Paramedic (to act as chief medical officer)
- 1 First Aider
- 1 Rescue crew member
- 1 fully equipped front line ambulance with blue light capability
- 

### 17.2. Recovery:

A recovery vehicle is required to be on site to assist with breakdowns and/or assist medical/rescue personnel in recovering a damaged vehicle in the event of an accident.

### 17.3. Rescue

A rescue vehicle must be present carrying equipment capable of allowing the extraction of a participant from a stricken vehicle.

