



## April 2013 Sprint Final Instructions

Thank you for entering this East Ayrshire Car Club event held at Kames Motorsport Complex.

1. Kames is situated just off the A70 in Muirkirk, East Ayrshire. It is 13 miles west of J12 on the M74 and 10 miles east of Cumnock. The full address is: **Kames Motorsport Complex, Furnace Rd, Muirkirk, East Ayrshire, KA18 3QQ**
2. The following MSA permits have been issued and will be available for inspection

	Nat B
Sat 13th	76028
Sun 14th	76029

3. Drivers have the same competition number and paddock space on both Saturday and Sunday. Entry lists and a paddock layout diagram are attached. The paddock will be busier on Sunday.
4. The paddock will be open from 4:30pm on Friday afternoon and the café will be open for breakfast on both Saturday & Sunday mornings, as well as lunch and snacks throughout the weekend.
5. With the large number of cars in the paddock, please ensure your trailer is moved to the trailer park asap. The paddock will be busy, so it will not be possible to park support vehicles beside your competing car in all cases. These should be parked on the grass bank above the lower paddock.
6. Event programme:
  - Signing on starts: 8:00am (signing on cabin at top paddock gate)
  - Scrutineering starts: 8:00am (in situ & class order)
  - Drivers briefing: 9:15am (outside signing on cabin)
  - Practice starts: 9:30am (2 runs planned)
  - First competitive runs: 1:00pm approx (2 runs planned)
7. Please ensure you have your competition licence, club card and all other necessary documentation ready for inspection at signing on or scrutineering.
8. Running order will be issued on the day for both practice & competitive runs. For double entries the first nominated driver will take their run as per running order, with the second driver running asap after the first driver.
9. Double entries must run with the correct numbers. Failing to do so may result in no times being recorded.
10. Due to the number of entries and the class structure, it has been necessary to consolidate classes as follows. This impacts the event but will not impact the scores in any championship. We apologise for any inconvenience this may cause.

Saturday	Sunday
A1 + A2	A4 + A5 + A6
A4 + A5	B1 + B2 + C0
A7 + A8	B3 + B4
B3+ B4 + C0	C1 + C2 + C3
C2 + C4	C5 + C6
C5 + C6	

11. Track direction:
  - Saturday 28<sup>th</sup> July: clockwise 3 laps
  - Sunday 29<sup>th</sup> July: anti clockwise 2.75 laps
12. Tyre warming must only take place in the indicated area between the paddock gates and the start line.
13. Competitors are requested to take a sensible approach if they inadvertently leave the track.

**DO NOT SPIN TYRES – AWAIT ASSISTANCE IF REQUIRED.**

Competitors who consistently cut corners will be penalised.



14. Results will be available online through the day at [www.scotresults.co.uk](http://www.scotresults.co.uk)  
Awards will be presented as soon as possible after the event has finished.
15. Competitors are reminded to leave all facilities offered to them at the complex in the condition in which they found them. Please place all rubbish in bins provided or take it home.  
**WASTE OIL MUST NOT BE LEFT AT THE COMPLEX.**
16. If you have any questions, please contact Russell Fair on [russell@eastayrshirecc.co.uk](mailto:russell@eastayrshirecc.co.uk) or 07909 997039.



## **Supplement to the Kames Motor Sport Complex Safety Manual Health and Safety Advice to Competitors**

### **Storage and Use of petroleum Spirit**

- All petroleum spirit must be stored in containers complying with the relevant British Standard, and away from any source of ignition.
- All empty containers must be removed from the complex after the event.
- Petrol is to be used as a fuel only, and not for any other purpose.
- All vehicle refuelling is to take place in the open air. A 'No Smoking' ban must be enforced by the person controlling the refuelling process.
- The Chief Marshal or his deputy must be informed of any fuel spillage, to ensure that it is dealt with promptly and in the proper manner.
- Attention is drawn to the Petroleum (Consolidation) Act 1928, and the Petroleum Spirit (Motor Vehicles) Regulations 1929.

### **Hazardous Substances**

- Some vehicle parts, for example brake and clutch linings, may contain asbestos. Competitors and their support crew are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be made to ensure that asbestos dust does not get into the air.
- Some mineral oils, and other fluids such as brake fluid, may be a contributory cause of skin cancers. In view of this, prolonged contact should be avoided wherever possible. Where contact does occur, any contamination should be washed off immediately. The wearing of contaminated clothing should be avoided.
- Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers are obliged to provide information regarding any potential harmful effects of their products on request, and competitors are encouraged to obtain this information.
- Where any person is at work (e.g. under the employ of the competitor or team, direct or otherwise), the requirements of the Control of substances Hazardous to Health (COSHH) Regulations 1994 must be complied with.

### **Electrical Safety**

- The complex does not have mains electricity available to competitors or their teams.
- All electrical equipment used by competitors and/or their support crew must be maintained in a safe condition and suitable for outdoor use.
- Extension leads must be flexible and oil resistant. They must not be used in a manner that allows them to become entangled with other vehicles using the complex.
- Electrical equipment must not be used where petroleum spirit or other flammable material is present.
- Where any person is at work (e.g. under the employ of the competitor or team, direct or otherwise), the requirements of the Electricity at Work Regulations 1989 must be complied with.

### **Fire Precautions**

- Smoking is prohibited in the track assembly line, and any other area of the complex where flammable material is present.
- It is recommended that competitors carry a suitable fire extinguisher of a type in accordance with MSA regulations for their own use in the paddock. All competing vehicles must comply with MSA regulations regarding fire-extinguishing systems.
- All fires must be reported immediately to the Chief Marshal or his deputy.
- Competitors and their support crew must comply with all instructions from Officials should a general evacuation be required due to fire.



### ***Compressed Gas Equipment***

- Air blasts from over-inflated tyres and compressed air equipment can cause serious injury. Tyres should not be inflated above the manufacturer's recommendations.
- All air lines must be in serviceable condition and inspected regularly.
- Any form of horseplay involving compressed air is prohibited, and offenders render themselves liable to exclusion from the event.
- Compressed gas cylinders should be stored in accordance with the relevant working practices.
- Where any person is at work (e.g. under the employ of the competitor or team, direct or otherwise), the requirements of the Transportable Gas Containers Regulations 1989 must be complied with.

### ***Jacks and Axle Stands***

- Vehicles should only be raised on jacks that are in good condition and rated to lift the vehicle weight safely.
- Vehicles should be jacked only on level, undamaged areas of the paddock.
- Jacks should be used for lifting the vehicle only. Axle stands must be used to support the weight of a vehicle for longer periods, and where work is required underneath the vehicle.
- Vehicle engines must not be run while the vehicle is supported by either jacks or axle stands, and offenders render themselves liable to exclusion from the event.

### ***General Working Practices***

- All working areas should be kept clean and tidy. Waste should be removed regularly and placed in the bins provided.
- All spillage must be cleaned up immediately.
- Trailing hoses and wires should not be allowed to create a trip hazard.
- All safety notices must be complied with.
- Any person carrying out work must ensure that safe working practices are adopted at all times, and comply with any relevant statutory provision and/or published guidance.
- Children under the age of 16 are excluded from the complex, unless accompanied and under the direct control of a responsible adult.

### ***Noise***

- Exposure to excessive noise may result in either permanent or temporary hearing loss.
- All persons should avoid exposure to excessive noise where this is avoidable, and wear earplugs/ear defenders to the appropriate British Standard.
- Where any person is at work (e.g. under the employ of the competitor or team, direct or otherwise), the requirements of the Noise at Work Regulations 1989 must be complied with.

### ***Manual Handling of Loads***

- Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All competitors and their support crew are encouraged to receive appropriate training in safe manual handling procedures.
- Where any person is at work (e.g. under the employ of the competitor or team, direct or otherwise), the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

### ***Waste***

- All waste oil must be placed in the appropriate container located in the main paddock. No other waste may be left at the venue other than domestic litter, which must be placed in the litter bins provided.
- Attention is drawn to the requirements of the Environmental Protection Act 1990.



### ***Vehicle Safety***

- Competitors are reminded that the normal route through the upper and lower paddock is in an anti-clockwise direction. Competitors driving in the opposite direction (i.e. towards vehicles entering the paddock from the circuit) render themselves liable to exclusion from the event.

### ***First Aid***

- Persons sustaining injury or feeling unwell should seek treatment from the emergency service team adjacent to main Track Control.

### ***Water***

- A mains supply of drinking water is available in the main Club House. Competitors are advised that all other supplies within the complex are for service purposes only, and are not warranted to be safe for consumption.

### ***Public Safety***

- Competitors and their support crew are reminded that they share the complex with the public, and that the public may be in the proximity while a vehicle is undergoing service or repair.
- Competitors are reminded that a 10 mph speed applies to all areas of the complex other than the main circuit. Persistent offenders render themselves liable to exclusion from the event.

### ***Reporting of Accidents and Incidents***

- All accidents resulting in injury must be reported immediately to an Official, and recorded in the log maintained by East Ayrshire Car Club for such incidents.

### ***MSA Regulations***

- Competitors and Entrants are reminded of their obligations to comply with the requirements of the MSA General Regulations and Supplementary Regulations for the event. These notes should be read in conjunction with all other relevant regulations.

### ***Domestic Animals***

- Competitors are reminded that, as per MSA regulations, domestic animals are discouraged when the complex is in use. Where their presence is unavoidable, they must be secured either indoors or in a vehicle at all times when the circuit is being used for either practice or competition.

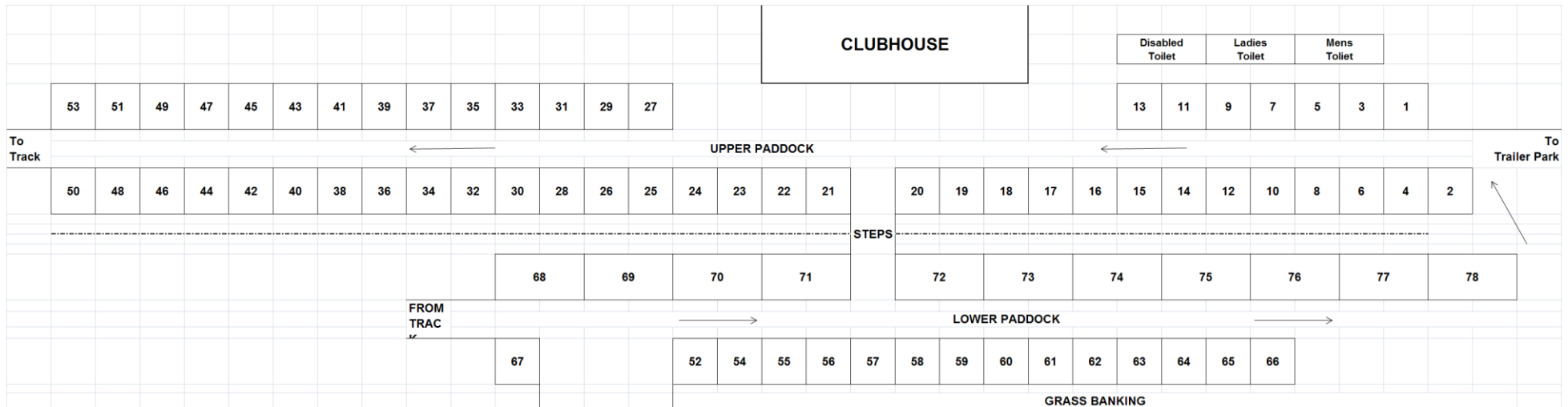


## Competition & Paddock Numbering

Class	Comp #	Paddock #	Driver	Club	Make	Model	CC	Day	Class	Comp #	Paddock #	Driver	Club	Make	Model	CC	Day	
A1	1	1	David Reid	EACC	Vauxhall	Corsa	1399	Sat	Sun	B2	130	54	William Jarman	WMC	Peugeot	205 GTi	1900	Sun
A1	2	2	Ian Wright	SOSCC	Rover	25	1390	Sun	B1	31	55	Nick Barratt	EACC	Rover	Mini	1380	Sun	
A1	3	5	Robert Iveson	WMC	Morris	Mini	1275	Sun	C0	32	56	Mike Murchie	EACC	Ford	Mk1 Fiesta	1988	Sat	
A1	4	6	Steven Holmes	WMC	Citroen	Saxo	1360	Sun	B2	730	54	Angela Jones	WMC	Peugeot	205 GTi	1900	Sun	
A2	105	10	Mike Thornton	WMC	Honda	Integra	1800	Sat	Sun	B3	133	57	Rory Napier	ADMC	Honda	NBR CRX	1595	Sat
A2	106	9	Peter Gavin Marshall	EACC	Seat	Ibiza	1984	Sun	B4	134	58	Billy Lambie (sr)	EACC	Westfield	Megabusa	1398	Sat	
A2	7	14	Tim Oliver	WMC	Peugeot	306	1998	Sun	B3	35	59	Robert Johnstone	WMC	VW	Golf	1800	Sun	
A2	8	13	Peter Locke	MSSC	Mazda	RX-8 PZ	1308	Sat	Sun	B4	36	60	Russell Lawrence	ADMC	Westfield	SEi	998	Sat
A2	9	16	David Jerome	EACC	Renault	Clio	1998	Sun	B3	733	57	Murray Napier	ADMC	Honda	NBR CRX	1595	Sat	
A2	10	18	Andrew Kitching	WMC	Renault	Clio	1998	Sun	B4	734	58	Bill Lambie (jr)	CCC	Westfield	Megabusa	1398	Sat	
A2	11	20	Angus Dow	EACC	Ford	Mk2 Fiesta	1598	Sat	Sun	B6	137	61	Stephen Alexander	EACC	Westfield	SEiW	1999	Sat
A2	12	21	Brian Wilson	EACC	Ford	Puma	1700	Sun	B6	138	62	Darren Coleman	WMC	Sylva	Striker	2000	Sun	
A3	14	23	Richard Shaw	WMC	Subaru	Impreza	1998	Sun	B6	39	63	Melvyn Hartley	EACC	Autotune	Gemini	1997	Sat	
A2	705	10	Alex Thornton	WMC	Honda	Integra	1800	Sat	Sun	B6	40	64	Leslie Mutch	EACC	Dax	Rush IRS	2500	Sat
A2	706	9	Debra Lewin	EACC	Seat	Ibiza	1984	Sun	B6	737	61	David Loomes	SSCC	Westfield	SEiW	2000	Sat	
A5	115	27	Ian Reid	LCC	Westfield	SEW	1700	Sat	Sun	B6	738	62	Gareth Coleman	WMC	Sylva	Striker	2000	Sun
A4	16	25	Charlie Fleming	GAC	Westfield	NBR Megabusa	1340	Sat	Sun	C2	141	65	Barbara Mackenzie	EACC	Radical	Prosport	1585	Sat
A4	17	31	Colin Tullis	EACC	MNR	Vortx	998	Sat	Sun	C4	142	66	Lesley Sheridan	LCC	Reynard	903	998	Sat
A5	18	28	Les Golding	WMC	Caterham	7	1588	Sun	C1	43	69	Angus Buchan	WMC	Radical	Clubsport	1352	Sun	
A5	19	35	Jamie Geddes	EACC	Caterham	7 Roadsport Academy	1588	Sat	Sun	C3	44	70	Graham Millar	EACC	Rotor	JT7	2300	Sun
A6	20	32	Graham Denholm	WMC	Caterham	7	1997	Sun	C4	45	71	Donald Ross	EACC	Leystone	Formula 5	898	Sun	
A5	715	27	Mark Reid	LCC	Westfield	SEW	1700	Sat	Sun	C4	46	72	Andrew Grover	EACC	OMS	Hornet	999	Sat
A7	121	39	Gary Maxwell	EACC	Ford	Mk2 Escort RS	1993	Sat	Sun	C4	47	73	Louise Anne Calder	CCC	Jedi	MK1	1000	Sat
A7	22	36	Ben Whiteley	WMC	Triumph	GT6	2000	Sun	C4	48	74	Russell Macfarlane	MSSC	Nemesis	Suzuki	999	Sat	
A7	23	43	Ian Hamilton	MSSC	MG	Midget	1275	Sun	C2	741	65	John Mackenzie	EACC	Radical	Prosport	1585	Sat	
A7	24	40	Colin Sutherland	WMC	Triumph	Spitfire	1296	Sun	C4	742	66	Scott Sheridan	LCC	Reynard	903	998	Sat	
A7	25	47	Kenny Baird	MSSC	Austin Healey	Sprite Mk1	1300	Sun	C5	149	77	Nicola Menzies	CCC	Force	PC	1585	Sat	
A8	26	44	Leslie-Ann Scoular	EACC	Mazda	MX5	1800	Sat	Sun	C5	50	75	Jim Macdiarmid	WMC	OMS	CF04	1295	Sun
A8	27	51	Ross Glen	EACC	Mazda	MX5	1840	Sun	C5	749	77	Dave Uren	HDLCC	Force	PC	1585	Sat	
A8	28	48	Ronnie MacGregor	EACC	Honda	S2000	1997	Sat	Sun	C6	51	76	Roy Napier	EACC	NBR Gould	GR37S	3500	Sat
A8	29	52	John Roddick	LCC	Mazda	MX5	1800	Sun	C6	51	76	Ross Napier	EACC	NBR Gould	GR37S	3500	Sun	
A7	721	39	Nigel Galvin	EACC	Ford	Mk2 Escort RS	1993	Sat	Sun	C6	52	78	Wallace Menzies	LCC	DJ	Firestorm	3200	Sat



## Paddock Layout 2013



- Kames Motorsport Complex is beside a residential area. Please respect it as such and be considerate to our neighbours.  
Ensure all generators are switched off by 10pm.  
All dogs must be kept on leads.
- Camping is permitted on the grass area above the lower paddock. Shower and toilet facilities are available for all competitors use.
- Please remove your trailer to the trailer park as soon as practically possible to ensure minimum disruption to traffic flow.



## Information for commentary team

We'd appreciate if you could give us some background info on yourself and car to use in the commentary. We will be having a commentary throughout the afternoon, plus updates on scores as they become available. The commentary attracts spectators,- they pay to see the "show" and it helps offset running costs , keeps entry fees down and lets us reinvest in Kames. I'll mention your sponsors too; helps keep them sweet for next year! Please give me as much info as you can and don't put "too much to mention "or assume I know all about you or your car. Ta Brian Telfer

Driver:	Hometown:
Occupation:	
Car:	Class:
History of car:	
Specification of car (mods etc):	
History of driver:	
Championships you've entered this year:	
Sponsors:	
Results in motorsport so far:	
Strangest incident so far:	