

Anytown Motor Club

RISK ASSESSMENT for Autotest/AutoSOLO events

Venue - ***** Any town, Post Code

Event Date ** ***** 2018.

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(Note, Section (M) Autotests, of the current MSA yearbook., is considered to be a Safety System of Work for the running of an Autotest. Before an event, a site specific risk assessment of which this document is an example, should be carried out by a responsible person from the motor club who may be in charge of running the motorsport event.)

This Risk Assessment has been completed in line with HSE INDG163(rev2) 06/06, 'Five steps to risk assessment' .

Principles of sensible risk management

1. Sensible risk management **is** about:
 - Ensuring that workers and the public are properly protected
 - Providing overall benefit to society by balancing benefits and risks, with a focus on reducing real risks – both those which arise more often and those with serious consequences
 - Enabling innovation and learning not stifling them
 - Ensuring that those who create risks manage them responsibly and understand that failure to manage real risks responsibly is likely to lead to robust action
 - Enabling individuals to understand that as well as the right to protection, they also have to exercise responsibility

2. Sensible risk management **is not** about:
 - Creating a totally risk free society
 - Generating useless paperwork mountains
 - Scaring people by exaggerating or publicising trivial risks
 - Stopping important recreational and learning activities for individuals where the risks are managed
 - Reducing protection of people from risks that cause real harm and suffering

All references to Regulations are to the Royal Automobile Club Motor Sports Association Common and Specific Regulations (A-W) published in the Competitors' and Officials' Yearbook 2018 and any Supplementary Regulations issued for specific events.

Hazard	Potential effect	Control measures	Additional actions	Additional action by
Driver error causing deviation from course	Injury to official. Injury to spectator Injury to driver/passenger	Test shall be laid out with safety clearances in accordance with regulation M2. Warning notices to be posted as regulation D31 and M2.3. Seatbelt checked during pre-event scrutineering, and worn by driver/passenger at all times whilst driving on the course	High visibility clothing to be issued and worn by all officials Continuous monitoring that spectators and officials are in safe locations. Exclusion if unsatisfactory	Chief Marshal Test marshal Clerk of the Course
Mechanical failure of brakes or steering	Loss of control	Test shall be laid out with safety clearances in accordance with regulation M2. Vehicles checked during pre-event scrutineering	Exclusion if unsatisfactory	Clerk of the Course/ Chief Scrutineer
Vehicle fire	Personal injury or loss of property	Vehicles checked for fluid leaks during pre-event scrutineering Fire extinguishers in place at each test site as regulation M 2.4	Exclusion if unsatisfactory	Clerk of the Course/ Chief Scrutineer
Oil spillage due to mechanical failure	Oil contamination to drains	Vehicles checked for fluid leaks during pre-event scrutineering. Spill kits will be in place as regulation M 2.6	Continuing monitoring by test marshals during event	Officials

Car/ pedestrian accident in paddock	Personal injury	Event supplementary regulations preclude any practice manoeuvres in paddock.. Good custom & practice of experienced competitors Final instructions to include care warning	Additional care warning to be given at drivers briefing. Continuous monitoring during event. All spectators to be have limited/restricted access to the paddock area.	Clerk of Course Officials and competitors
Major Injuries	Competitor, official or spectator	Refer to Incident Plan		Clerk of ther Course or nominated Official
Minor injuries	Competitor, official or spectator	First Aid kit as regulation M 2.5		
Noisy exhaust	Excessive noise	Vehicles checked for exhaust noise during pre-event scrutineering	Continuous monitoring during event to identify any failure	Chief Scrutineer
Driver error causing deviation from course and contact with boundary	Damage to boundary	Test shall be laid out with safety clearances in accordance with regulation M2. Safety distance maintained by test layout.	Continuing monitoring by test marshals during event.	Clerk of Course

RA reviewed after 2017 events for 'learning from experience'. Additional site visit made , **//18 to review any new, existing or changed risks and review references.**

The control measures and additional actions are considered to reduce the hazards identified to 'ALARP' levels.