

We are MotorSport Vision Limited ("MSV"), which is part of the MSV Group which also includes JPM Ltd ("PalmerSport") and MotorSport Vision Racing Limited ("MSVR").

We reserve the right to change the policy at any time, so please check back regularly to keep informed of updates to this Policy.

This is a summary of cover, not a policy document and is issued subject to the terms, clauses, conditions and warranties as within the master policy. Any fraud, misstatement or concealment in relation to any matter relating to this insurance shall render the policy null and void and all claims forfeited.

General Car Testing

Each booking is for one car, one driver only unless an additional driver place is purchased. Once this driver has registered on the day, track time cannot be handed over to another driver and car.

For all circuits apart from Donington Park – Noise limits will be applied in accordance with Motorsport UK championship regulations relevant to the vehicle being tested, with the maximum limit being 105 db(A) for sports/saloons and 108 db(A) for single seaters, both measured at 0.5m from the exhaust at a 45 degree angle with engine running at 75% maximum revs.

For Donington Park – Tuesday and Thursday test days:- Will be unsilenced unless specifically notified otherwise. Friday test days:- all vehicles must be silenced to comply with a 98 db(A) drive-by limit.

Vehicles which fail the noise test will not be able to take part (or continue taking part as the case may be) in the test day. Any vehicle may be required to undergo a further noise test at any time during the test day at the circuit's discretion.

Although MSV Circuits (apart from Donington Park) do not operate to a specific drive-by noise limit, they nevertheless monitor drive-by levels, and if the results of the monitoring show that a particular vehicle is generating drive-by levels appreciably higher than vehicles with comparable static test results, then they reserve the right to notify the participant, following which, the relevant participant must not take any further part in the event until he/she has reduced the noise levels generated by the vehicle to bring them within acceptable limits as established by further static or drive-by testing.

All drivers must sign on. All drivers must produce a valid Competition Licence, at the time of signing on. All participants 17yrs or under must have their registration form counter-signed by a parent or legal guardian.

Each driver will be issued with a wrist band which must be worn during testing. Please stop at the end of the pit lane and show the wrist band to the marshal.

Drivers will be held responsible for the good conduct of his/her team personnel whilst at the venue.

Unless confirmed otherwise all general testing will be run in sessions.

All drivers must wear helmets and safety clothing which comply with Motorsport UK technical/safety regulations, and all vehicles must comply with Motorsport UK technical/safety regulations.

An FIA approved FHR device (HANS), fitted in accordance with K.10.4, of the Motorsport UK Year book 2016 is mandatory for drivers and instructors on all test days. Exceptions are Period Defined Vehicles as described in Section B.

All drivers taking part in general testing must be 16 years of age or above, (Except where a championship allows for under 16's to compete, these sessions will run separately, and are run at the discretion of the circuit and as such participants must call before completing a booking).

For Semi Exclusive and Open Pit Lane testing, check with the Circuit before booking in regards to age restrictions. ARDS-qualified (grade A or S) instructors are welcome as passengers. There is no additional charge.

'Practice starts' are not permitted on an MSV Test Day unless organised in advance with the circuit manager (or their representative) and held in a separate session from the general test track time. This option is at the circuits discretion and where time permits.

Paddock

- If you do not have a garage booked on the day you are attending, please do not park in front of them, as this restricts access to those who have them booked. A returnable deposit of £50.00 sterling is required for garage keys
- Be aware of other teams, participants, contractors, pedestrians and staff in the paddock, garages and pit lane. You are responsible for your own safety and that of other users of these areas who may be affected by your activities.
- It is your responsibility to risk assess your activities and take the appropriate action to remove or minimise any hazards.
- If you are reversing HGVs or other vehicles with restricted viewing then please have a banksman to help you reverse, and ensure that they are wearing hi-vis clothing.
- Please do not leave any cables or hoses across walkways unless appropriately covered with cable matting.

Pit Lane

- Re-fuelling and the storage of petrol (or other fuels) is not permitted in the pit lane.
- No more than one 25 litre metal fuel container can be stored in each garage (whether full or empty). Legally this equates to the maximum 50 litres of fuel inside any two joined garages. Empty containers must not be stored inside the garages either.
- The pit lane is strictly one way.
- Vehicle access to pit lane via collecting area, Anyone reported for driving recklessly or dangerously at the venue will be escorted from the venue immediately.
- No naked flames (smoking, welding etc) in the pit lane.
- Unless participating, no persons under the age of 16 are allowed in the garages, pitlane or pit wall.
- Service vehicles are not allowed in the pit lane.
- For all circuits except Donington Park, when leaving the pits drivers must keep to the right hand side of the track until they have negotiated the first corner, this is most important. Please note, at Donington Park the pit lane joins from the left.

On Track

- If the Circuit has to be closed to recover a stranded vehicle, red lights will be shown at the startline, and at the end of the pitlane. RED FLAGS will be shown around the circuit, drivers must complete the lap slowly and return to the pits, but be prepared to stop during their slowing down lap. If sessions are implemented, to signal the end of a session, the chequered flag will be displayed at the startline. Please return straight to the pits. Drivers choosing to ignore the Red Flags in order to complete another lap or two will be excluded from any further testing. No excuses will be entertained - **YOU HAVE BEEN WARNED!**
- Flag signals will be shown at some but not all flag points around the circuit throughout the day.
- In the event of mechanical failure, the driver must attempt to leave their car in a safe place. The driver should then wait behind the barrier for recovery. Team personnel must obtain permission from Race Control before going out on to the circuit. If a car stops due to negligence (e.g. running out of petrol) that car will not be recovered until the end of the session.
- Overtaking under Red Flags will result in instant exclusion from further testing.
- MSV may remove any person from the relevant MSV Venue who is using such MSV Venue in such a way as to cause nuisance, damage, disturbance, annoyance or inconvenience to MSV, its representatives or agents or the surrounding community (including without limitation by using horns or generating excessive tyre squeal)

You are hopefully aware that the Motorsport UK regulation on track limits has been changed for 2014 in order to enhance safety. You are now permitted to drive on the track asphalt up to and including the white line, and on the full extent of any kerbs (marked red/white). However you are not permitted to put a wheel beyond the white lines or kerbs.

All trackdays and test days at MSV circuits are running in accordance with these new regulations. If anyone does not comply, the following actions will be taken by the circuit:

1st infringement	Black/white driving standards flag warning
2nd infringement	Black flag, report to control tower, final warning without penalty
3rd infringement	Black flag 20 minute track time exclusion
4th infringement	20 minute track time exclusion

In the interest of practicality and expediency, decisions by MSV circuit staff will be final and there will be no right of appeal against any penalty or right to review evidence.

Furthermore if track limits regulations are abused, especially in a repeated and/or deliberate manner, then MSV reserves the right to exclude both the car and driver individually and MSV will make no refund or compensation.

Hopefully you will appreciate the sense of the new Motorsport UK regulations. The Association of Motor Racing Circuit Owners (AMRCO) pushed for these for a number of reasons:

- Grass and earth beyond the kerbs was previously permitted to be driven over, and was continually getting rutted and muddy, creating a safety hazard
- Circuits have an obligation to maintain the safety of any surface that can legitimately be used
- Circuits were having to frequently repair damaged track margins with tons of replacement soil
- To avoid the increase in competitor costs that would result if circuits had to spend huge sums replacing earth beyond kerbs with concrete, to withstand continual driving over
- Many competitors do not want to be pressured into driving beyond kerbs and risking damaging their cars on rutted earth and mud in order to try and set a fractionally better time
- Continual use of grass and earth beyond kerbs has been hazardous because earth, mud and stone debris have been dragged back on the asphalt and caused damage to cars.

Policing the new rule is obviously very important, but the reality is that it has to happen in a similar way wherever the track limits regulation is defined. In fact, it is a lot less difficult for a marshal or observer to see if an outside wheel has gone beyond the kerb than if an inside wheel is over the white line, as the previous regulation was.

Simply having big kerbs as a deterrent is not possible now. Our circuits are used for a lot of motorcycle activity as well as 4 wheel, and in order to maximise safety, in recent years kerbs have been made very mild, so that if a rider comes off he is less likely to get injured.

At MSV we are doing all we can to prepare for the new rules and assist with fair and thorough policing. We have reviewed kerb layouts and extended them in various areas. We have repaired the damaged track margins and put down a great deal of new turf, and added some grasscrete in some areas too. The circuits also look much better - and we want them to stay that way. We are very committed to helping both the Motorsport UK and competitors with fair consistent policing of the new circuit regulations. We have already installed at Brands Hatch, and other circuits will follow, a sophisticated CCTV monitoring system that uses pressure sensors to detect when a car goes off beyond exit kerbs and mark video footage from a high resolution camera. Two images are obtained - a zoomed in image to show wheel proximity to the kerb and a wide image to show the context - eg if the car was pushed wide by another car. These images are then displayed on a bank of dedicated screens in race control.

We know track limits has been controversial, but that is largely due to lack of understanding. At MSV we are determined to make the transition to compliance as easy and swift as possible.

General

NO ANIMALS may be brought onto the premises - with the exception of Registered Guide Dogs.

Cancellations and Refunds/Transfers

It is your responsibility to ensure that your vehicle meets the relevant noise test requirements. If your vehicle fails any noise test and you are excluded from any further participation MSV will have no liability to you and you will not receive any refund or date transfer in relation to the test day. Similarly if your vehicle suffers mechanical issues which prevent or limit participation, no refund or transfer will be given.

Cancellation by you:

- Cancellations must be in writing by email.
- In the event of any cancellation by you, a refund will only be given if we receive more than 14 clear days notice, in writing, (i.e. if your test day is Friday the 20th, then we need to be contacted no later than 17.30hrs on Thursday the 5th). If between 3 and 14 clear days notice is given, then your booking may be transferred to another date at the discretion of MSV. Bookings will only be transferred once.
- If 3 clear days or less notice is given NO refund or date transfer will be issued.
- All date transfers must be within three months of the original date booked.
- Clear days do NOT include day of test or cancellation.

Cancellation for Force Majeure including the weather

- All Testing is offered subject to the weather or other events beyond MSV's control and accordingly we cannot guarantee that a particular date or session will not be cancelled due to adverse weather conditions or other events beyond our control. If MSV is unable to run your Test date due to adverse weather conditions or other events beyond our control you will be able to re-book your Test date for a later date. You must contact us within 7 days of your cancelled date in order to rebook your Test date. The rebooked Test date must be taken within 3 months of the original cancelled date.

The circuit reserves the right to session any Test day or move any vehicle from one group to another