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Our Ref :HCR/149492-275

Mrs Louise Hunt  
Her Majesty's Coroner for the City of Birmingham and the  
Borough of Solihull,  
Coroner's Court,  
50 Newton Street,  
Birmingham,  
B4 6NE

5 March 2020

Dear Madam

**Regulation 28 Report to Prevent Future Deaths**

We are responding on behalf of the ORCi to the Regulation 28 Report you issued dated 9<sup>th</sup> January 2020, following the concerns you raised at the PIRH of the Inquest touching the death of Colin North which took place on 8<sup>th</sup> January 2020.

We respond herein to the matters of concern, listed 1-5 in Section 5 of the Report, and in compliance with Section 7 of the Report to respond setting out "details of action taken or proposed to be taken, setting out the timetable for action. Alternatively to explain why no action is proposed".

On behalf of the ORCi, we respond as follows. Please note that the measures set out below address your five matters of concern taken together.

- Upon receipt of the Regulation 28 Report on 9<sup>th</sup> January 2020, the ORCi distributed the Report to all its members on the same day and advised that these concerns had been raised as a priority by HM Coroner.
- Prior to this, interim control measures (attached) had been produced by the ORCi in conjunction with Incarace and Spedeworth following the tragic death of Colin North and these were sent to all ORCi members on or around 25<sup>th</sup> November 2019. Amongst a global review of procedures, these sought to address the matters of pedestrian / vehicle segregation which were raised in your Regulation 28 Report. We invite your attention to the third to eighth bullet points within these Interim Control Measures which identify the sequence to be followed at the end of a race, requiring recovery vehicles only to enter the track once all pedestrians have exited the race arena, thereby safeguarding them.
- The ORCi recognises that, as identified by your Report, appropriate control measures need to be kept under review to ensure practices are safe. We can confirm that we are aware that Incarace are continuing to undertake a process of consultation with experts and professionals to produce a Risk Assessment, including the appropriate control measures, for application across the industry. Once this

document is finalised, and to allow time to enable the ORCi to adequately consult, review and cascade recommendations to its members for their considerations and individual implementation, we anticipate that a final advisory document will be in place by 19<sup>th</sup> May 2020, in time for the next PIRH.

We assure you that the ORCi are treating this incident with the highest level of importance across its membership and are continuing to liaise and consult with its members. We shall keep you updated on progress up to 19<sup>th</sup> May 2020.

Yours sincerely

A handwritten signature in black ink, consisting of a stylized 'H' followed by a large 'O' and a long horizontal line extending to the right.

**Partner**

**BLM**



**SPEDEWORTH MOTORSPORTS**  
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Tel: 01252 322 920  
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Friday 22<sup>nd</sup> November 2019

**Interim control measures for forthcoming events at Spedeworth International (Southern) Ltd & Spedeworth (East Anglia) Ltd.**

As of the above date and until a review and update of the 2019 risk assessments for the tracks registered to the above companies is completed the following interim control measures will be applied to operate alongside the current risk assessments dated January 2019.

- Unless specified within section 16 of the risk assessments under the existing control measures all other persons will not be permitted access to the race arena.
- At the conclusion of a race the pit gate will remain closed until all race cars have stopped.
- Once the pit gate is open any persons who are within the current existing control measures may enter the arena.
- Until the pit gate area is cleared of persons except for the pit gate staff vehicles will not be permitted through the gate.
- Once the clerk of the course is satisfied that persons within the race arena are within satisfactory positions e.g. drivers are with their cars; the drivable cars will be permitted to leave the race arena.
- This will be followed by the recovery vehicles then being permitted into the race arena to assist the undrivable cars.
- Race drivers will be reminded at the drivers briefing about remaining in their cars whilst within the race arena unless there is an emergency e.g. drivers car is on fire.
- All other persons who are under the existing control measures within section 16 of the January 2019 risk assessment(s) will be informed of the interim control measures at a staff briefing which will take place prior to the commencement of the first race.
- Section 15 of the risk assessments 'Car to person impact – pits' details the speed limit in the pit area is 5mph. Drivers who are found to be speeding will be reported to the Safety Officer. The safety officer will then take the appropriate action which can be issued via a verbal warning up to the driver being banned which would be reported to the ORCi and the driver notified by letter.





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- A one-way system will be operated between the outer Pit Gate to the actual track Pit Gate. Cars are marshalled so the cars move in, or out, but not both ways at the same time. The pit marshal and pit gate marshal will communicate via hand signals or radios to allow this process to happen.
- Drivers and staff will be informed of these points during the respective briefings.

