

## Protocol – Actions when Fixture in doubt

**Background.** Traditionally 5-20 point to points a year are called off. Some are abandoned others postponed, for which there is a separate protocol (AS is key to this so keep informed). In the past these were often late calls, even though it was fairly obvious earlier, but the effect was relatively minimal as most attendees were local. Nowadays, in the winter months, when fixtures are most likely to be called off, we have fewer fixtures and people are travelling long distances. It is therefore vital that they are kept informed as quickly and as fully as possible recognising that social media will paint an alternative picture if you allow it.

Equally, we have to accept that weather will not always do as forecast, and therefore there will always be a need for late decisions not to run on occasion.

**Decision-making.** No-one wants to call off a meeting considering all the hard work and effort that has gone into preparations for it, not to mention the financial cost. However, the sooner it can be practically done the better providing it is based on fact and information available. It is strongly recommended (and vital for HBLB grant) that this decision is made with the agreement of the following:

Clerk of Course

Local Inspector (consider asking National Inspector for advice if difficult issue)

Chief Steward

Chairman of p2p Committee

After all a problem shared is a problem ...

**Timing.** If it is clear that a fixture is not going to be able to run, everyone should be informed as early as possible. There are specific deadlines which you should consider:

- **Before Entries open on Friday before race day.** If a decision can be made this will stop entries being opened which allows participants to plan accordingly.
- **By Monday 0800.** Again this allows participants to enter elsewhere and entries to be closed before most have entered.
- **By Wednesday?** This is normally to reduce costs for fixture for things like printing race cards, food etc.
- **By Friday.** This allows participants to plan their weekends. It also allows fixtures to inform their officials in plenty of time and consider postponement dates. This allows everyone to know what is going on before entries open for following weekend. NB the earliest fixtures to postpone are more likely to get the dates they want.
- **Over Weekend.** At this stage everyone is on tenterhooks as they try to plan; both the fixture and the participants. It is therefore vital that the fixture is honest and provides **accurate and full** information on the situation as it unfolds. A report should include:
  - Is the course raceable at time of reporting
  - Include information on going etc. Take a video clip of stick going in at strategic points
  - Any action being taken to take out parts which are not raceable (fences, parts of track etc). This will help explain any unhelpful clips put up on Social Media
  - What you are doing going forward. EG Inspection or Precautionary inspections.

**Inspections.** The course should always be inspected by the Clerk of Course, Chief Steward and the Inspector. As it gets closer to raceday, more formal inspections announced to the public may be necessary if there are concerns:

- **Precautionary Inspections.** if the course is felt to be safe for racing, yet the forecast and/or weather, or other influencing element, indicate any doubt that it will remain so, a future precautionary inspection **must** be announced. **This is not optional and should involve at least CoC and Chief Steward and will normally be first thing raceday morning.** This tells everyone there may be a problem and to check.

**NB** A precautionary inspection may lead to declaring a full Inspection at later time if course is found to be unsafe.

- **Inspections.** If at the time of announcing any Inspection it is felt that the course, or any associated part of it, is or may be unsafe/unfit for racing then it is a full INSPECTION. In other words, you are checking to see if it has improved enough to race. Tell people that.

**NB Timing of Inspection.** The time of the Inspection is the time at which the result of the Inspection will be announced, not when those tasked with carrying out the Inspection walk out to do so. Sufficient time must be allowed for conducting the Inspection to ensure the result is announced as close as practical to the time given for the Inspection as that's when everyone will start checking the various sites.

**All-Informed Net.** No point in doing something if no-one knows about it, so you must report fully on your findings as they happen. Firstly, keep AS and Area PRO fully informed as they may be able to take much of this on. Point to point people use a variety of places to find information so please ensure any updates you have are put ASAP on at least the following:

- Point to point website. The fixture or someone in Area should have access to the website to put up changes. Please check you know who has access to this link [https://pointtopoint.co.uk/course\\_admin](https://pointtopoint.co.uk/course_admin) and if you don't call Jen Graham in PPRC 01933 304795 to sort out well before the fixture date.  
NB PPRC are not always available, particularly at 7 am on Sunday morning.
- National p2p social media (especially if off). Call PPA CEO 07501 452817 (he may be driving).
- Area website/SM
- Own site. NB give owners the details to your site when you send out car passes etc.
- Jumping for Fun

## **Conclusion**

If the above is followed, everyone will be fully informed and it will take the heat out of the situation. Indeed, most will only feel sympathy for the difficult situation in which the fixture finds itself.