

Common Regulations for Circuits and Venues

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1

Track Licences

1.1.1. International Track Licence. Application must be made through the MSA to the FIA for an International Track Licence for a Race Circuit or Speed Event Venue. The FIA may licence a track for a stated period. The FIA may, after consultation with the MSA, refuse to grant or may withdraw an International Track Licence in respect of a track within the territory of the MSA as it may think fit and without giving any reason for so doing.

1.1.2. National Track Licence. The MSA may grant a National 'A' or 'B' Track Licence to a Race Circuit or Speed Event Venue (including Rallycross Venues) for a Meeting or for a series of Meetings, or, if the track is a permanent one, until the next 31st December. MSA Track Licences are issued subject to the conditions contained within them and are only valid for such

Note: Throughout these sections an asterisk (*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

Text shown in italics indicates a Regulation which may be amended in the SRs.

periods during which valid MSA Organising Permit is in force. The MSA may refuse to grant or may withdraw such a Track Licence as it may think fit without giving any reason.

1.2. Track Licences are issued to the owner or operator of the course. Where the Licence holder is not the owner, a written agreement shall exist between the owner and the Licence holder setting out the responsibilities of each to ensure that all requirements of the Track Licence are met.

1.3. Application for Track Licence. Before the proposed opening date of a new venue the minimum information normally required for the consideration of a Track Licence is:

- (a) Racing Circuits – Outline plans and MSA Inspector's approval.
- (b) Other Speed Event Courses – Scale plan of 1/2500 and MSA Inspector's approval.

1.3.1. The following information must be supplied with the plan of the course and the Track Licence application:

- (a) Length of course and position of start and finish and method of marking.
- (b) Position of paddock and pits (if any).
- (c) Siting of spectator and official enclosures and distance from course.
- (d) Type of fencing around enclosures.
- (e) Type and siting of protective barriers between course and enclosures.
- (f) Siting of ambulance(s), rescue vehicles, first-aid headquarters and medical staff, and minimum number of staff and ambulances.
- (g) Siting of flag marshals and observers and minimum number of these officials.
- (h) Siting of fire equipment and breakdown vehicles and minimum provision.
- (i) Siting of Clerk of the Course's Headquarters, Timekeeping box and Scrutineering area.
- (j) Locations of and type of communications system around course available to officials.
- (k) Location of nearest outside telephone and number.
- (l) Address and telephone of nearest hospital available to receive casualties.
- (m) Number of starters and types of vehicle.
- (n) Any special features of course, including type of road surface and width.
- (o) The braking area (in the case of speed events).
- (p) An outline of the estate or grounds on which the track or course is situated, marked with the position of any footpaths or bridleways which may pass on or near the estate.
- (r) The location and operation of any trackside flashing yellow warning lights.

1.3.2. Any structure or obstruction, including any advertising matter adjacent to the track, which is in such a position that it could be the first object to be struck by a car leaving the course, shall be subject to the prior approval of the MSA.

1.4. Track Licence Fees. The scale of fees payable on the grant of a Track Licence is laid down in Section Z.

1.5.1. The organisation of an event shall not be announced or advertised until the issue of a Track Licence has been agreed by the MSA [J 1.1.1].

1.5.2. Display of Track Licence. A Track Licence (or photocopy) must, so long as it is in force, be displayed in a prominent position at the track, or be available for inspection in the case of a temporary track.

1.5.3. The Clerk of the Course [C 5] shall always have full control of the course (including pits and paddock) and all areas between the course and enclosures from the commencement of practising until all competing cars have left the course at the conclusion of the meeting.

1.5.4. Should an unauthorised event [B 15, O 1.1.11] be held on any course, the licence may be revoked and the MSA may decline to issue any further licence.

1.6. Validity of Track Licence. The licence is valid for such days in respect of which an Event permit has been issued by the MSA. The licence shall not have any effect on any day for which an MSA permit is not in force.

2

Safety Requirements (Race and Speed Events)

2.1. The MSA will specify the types of vehicles which may compete and the maximum number of vehicles which may start simultaneously in any one race.

2.1.1. The number of vehicles permitted on the circuit at any one time for practising must not exceed the number permitted in a race by more than 20% unless specific approval has been granted in writing [J 4.4.4].

2.2. Except in the case of handicap events where each car will be allocated a suitable area at the discretion of the MSA Timekeeper, the starting grid shall be laid out in accordance with the MSA Track Requirements. The start/finish line, and, where applicable, the grid positions, must be clearly marked upon the road surface.

2.3. The course must not present any unreasonable hazards to either competitors or spectators. The width of the track normally shall not be less than:

- (a) Race circuits – 9m.
- (b) Sprints and hill climbs – 3.5m.

2.3.1. When, as on airfields, there are no natural features defining corners, they must be marked out by marker boards indicating distance to the corner.

2.3.2. The track shall be thoroughly swept and in good repair, and kept swept, as necessary during the meeting.

2.4. The siting of all television/video cameras or tripod mounted ciné cameras, other than in the enclosures referred to in 4 below, shall be subject to the approval of the MSA.

2.5. Aircraft which are being used or are under the control of the event organisers should never be allowed to operate below the height of 500ft and should not, at any time, be allowed to fly directly over the venue while motor sport is in progress [K 34.6].

2.6. Special Safety precautions must be complied with before any licence will be issued for a circuit to be used for Truck Racing [J 6].

3

Communications (Race and Speed Events)

There shall be an efficient means of communication in full working order between the Clerk of the Course, Observers, First-Aid Staff, etc., either visually, by telephone or radio, unless otherwise specified by the Track Licence [J 1.1.1]. There must be a radio link (not CB) to all the Emergency Vehicle(s).

4

Enclosures (Race and Speed Events) [B 18.1.1, B 18.7.1]

4.1. At race circuits all enclosures shall be protected by a substantial barrier designed to be capable of stopping a car.

4.2. For speed events, if not protected by a permanent barrier, enclosures shall, if permitted at all, be a minimum distance of 60m from the edge of the course unless otherwise authorised by the MSA. At corners, spectators shall be allowed only when there is some form of protection between them and the course. In special circumstances this protection may be given by multiple rows of securely banded tyres, straw bales or other material approved by the MSA.

4.3. Any place where spectators may congregate, such as at grandstands, at the start and finish line and opposite the pits shall be protected by a substantial barrier. Normally behind any barrier there should be a clear space at least 6m in width between the barrier and the spectators. Where practicable, there should be a verge of at least 3m between the edge of the course and any safety barrier.

4.4. Where cars are parked in a spectator enclosure no car should be less than 10m from the front of the enclosure.

4.5. If unauthorised persons penetrate beyond the authorised enclosure the programme should be suspended until these persons have been removed.

5

Scrutineering Area

The minimum facilities for scrutineers are:

5.1. At Race meetings

- (a) Covered accommodation adequate for the inspection of two cars simultaneously and the handling of their relevant documentation.
- (b) Satisfactory facilities for inspecting the underside of a car.
- (c) Whenever cars with weight limitations are competing, weighing equipment must have annual

Weights and Measures certification (January - December).

- (d) When weighing is carried out with portable electronic 'pad' scales, a current Weights and Measures certificate is not essential, but if such a certificate is not available the scales must be checked by means of certified weights, compatible with the range of cars to be weighed, prior to use at a venue, or upon request by the Stewards of a Meeting.

5.2. At all events

- (a) A clear flat area, large enough for a car to stand on.
(b) An area for noise tests [E 12.17].
(c) A suitable area for Parc Fermé.

6

Timing (Race and Speed Events)

6.1. At permanent race circuits, the timekeepers shall be provided with adequate covered accommodation, suitable to accommodate at least one timekeeper for every four cars permitted on the track for practice, plus a further three assistants. This Timing Box shall provide an adequate view of the track, the start and finish signals and of the start/finish line. In the case of new circuits the position and design of the Timing Box must comply with the specification laid down by the MSA.

6.1.1. At all other venues, including temporary ones, the Timekeepers shall be provided with adequate covered accommodation for themselves and their equipment.

7

Pits

The pit lane, if any, shall be segregated from the course by means of a substantial barrier such as to protect the pits and personnel from the track proper and so as to provide a single vehicular entrance to and exit from the pit road.

7.1. Between the barrier and the pits the circulation and working area shall be at least 6.5m (and preferably 8m) in width. Further, the working area in front of the pits shall be defined by a white line of at least 10cm in width extending the length of the pits. This area shall be at least 2.5m in width.

7.1.1. The front of the pits shall be of a substantial construction, and each pit shall be at least 4m long.

7.1.2. At any new circuit, the pits, and pit lane shall comply with the FIA requirements.

7.2. There shall be an adequate number of pits for the cars in a race.

8

Drag Strips

For temporary drag strips if there are no protective barriers available, the spectator enclosures at the start line are to be sited 60m from the edge of the course, fanning out to at least 180m from the edge of the course at the finish line.

9

Bridges

All bridges over the track shall not only be of substantial construction, but both the bridge itself and its approaches shall be so shielded as to eliminate all view of the track from these areas. No persons or vehicles shall be permitted to halt on a bridge while practice or racing is in progress. Furthermore, the flooring and sides of each bridge shall be such that it is impossible for any object to fall from the bridge to the track. Care should be taken to ensure that the bridge has sufficient clearance above the track to permit the passage of emergency service vehicles.

10

Marshals' Posts (Race and Speed Events)

Officials' posts with fire, rescue and track cleaning equipment, must be established at corners and at such other points as will ensure the whole of the course being kept under observation at all times and enable officials to reach the scene of an incident within 30 seconds of its occurrence. Posts must be visible from the preceding and following post and may never be more than 500m apart.

10.1.1. At race meetings there should be sufficient marshals at each post to carry out flagging, and to maintain surveillance, prior to the commencement of the competition.

10.1.2. At speed events there should be a minimum of two marshals at each main post.

10.2. At race circuits all posts for officials outside of the pits and normal enclosures shall be adequately protected, and provide dry, hard standing. Each post should have an Observer's 'hut', from which to observe, write reports and telephone Race Control. Ideally, there should also be a weatherproof area in which marshals can place their bags, etc., and which could be used for storing post equipment, brooms, cement, etc.

10.3.1. The following equipment is recommended as appropriate at race meetings:

At each Marshal's post:

- Two brooms.
- One ordinary shovel.
- One small shovel.
- One ½ gallon container dry cement or other suitable absorbent material.
- Two 20lb dry powder fire extinguishers or acceptable alternatives.
- One hazard board.
- One safety car board (SC).
- Two red lights and two flashing orange lights.
- One green flag.
- One white flag.
- One blue flag.
- Two yellow flags.
- One yellow/red flag.
- One red flag.

At the Start/Finish post:

As above, plus

National flag.

Black/white diagonal flag.

Black and orange flag.

Black flag.

Black/white chequered flag.

The following boards:

10 minutes;

5 minutes;

3 minutes;

2 minutes;

1 minute;

30 seconds;

5 seconds;

Start delayed;

Wet race;

10 second penalty;

1 minute penalty;

Stop engines;

Rear lights on.

Number board to show competitor's number (white on black, up to three figures).

10.3.2. The minimum equipment at all speed events at each post shall be the following:

Two brooms.

One ordinary shovel.

One small shovel.

1 gallon container dry cement, or other approved absorbent material.

Two 20lb dry powder extinguishers (preferable to foam), or acceptable alternatives.

10.4. Flashing yellow warning lights may be installed to supplement or replace the yellow flag signals. Red lights to supplement or replace red flag signals may be installed. The location of these lights around the course will be subject to prior approval by the MSA. Where there is closed circuit TV surveillance of the course the lights may be installed in such a way that they are operated from Race Control. Where there is no closed circuit TV surveillance, the lights must be installed in such a way that they are operated from the Observers' posts.

11

Fire Precautions and Equipment

11.1. At all Race and Speed Events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards [J 4.1.4].

11.2. At Race Meetings, manned Fire Posts, equipped with the requirements of the MSA 4x2 method, shall be positioned at intervals round the entire circuit. Other acceptable extinguishers may be deployed.

11.2.1. All fire posts must be clearly marked.

11.3. In addition to the Fire equipment at each post there should be:

- (a) Extinguishers at marked points in the paddock.
- (b) Extinguishers in the pits area.
- (c) Extinguishers in the Scrutineering Bay.
- (d) Extinguishers in every medical room/centre.

11.3.1. In the case of events during which cars may be refuelled and more than five gallons of fuel is held in any one pit, there shall be two fire tenders and crew in attendance, appropriately equipped and with immediate access to the pit area [J 14].

12

Emergency Rescue Vehicles and Equipment

12.1. Licensed Rescue Vehicles must comply with the Specifications detailed in Section S.

12.2. The positioning of Emergency vehicles will be stated on the Track/Venue Licence.

13

Medical Facilities at Race Circuits (See Section S)

13.1.

- (a) A Committee shall be set up at each permanent circuit which shall consist of a representative of the circuit management, a 'Fully Registered' medical practitioner (Doctor) appointed by the circuit, and a representative from the local First-Aid Organisation. The Committee shall be responsible for organising the Medical Headquarters, and supervising the supply and safekeeping of medical equipment specified in these regulations.
- (b) At each circuit, this Committee should consider the necessary organisation for a major accident and have a procedure laid down to be followed in case of such an accident.
- (c) The members of the Committee shall be notified to the MSA together with the name of the person responsible for the medical arrangements.
- (d) The MSA have the overriding authority to approve Medical Centres and adjudicate on their compliance with the requirements of motor sport.

13.1.2. Medical Centre – Building. A Medical Centre should consist of a minimum of three rooms of sufficient size:

- (a) A resuscitation room capable of taking at least two patients at the same time.
- (b) An observation ward capable of containing two recumbent individuals with total security in the event of death.
- (c) A treatment area for small dressings and other minor procedures.
- (d) Adequate heating and lighting.

There should also be an office/administration area, shower, washing facilities and w.c. contained within the Medical Centre.

13.1.3. The requirements for the Medical Centre are:

- (a) Easy and level access for ambulance and stretchers.

- (b) Security from press and public.
- (c) To be situated in an area taking into account Civil Aviation regulations to enable helicopters to be used when necessary.

14 Notes on Dealing with Oil

14.1. Oil on a motor racing track generally falls into three categories:

- (a) A fine spray of oil caused by a leak on the pressure side of the oil system or from badly fitting oil tank caps when surge takes place on corners.
- (b) Accumulation of droppings from free flow oil systems used on motor-cycle type engines or from overflows.
- (c) A mass of oil caused by the sudden emptying of a sump or oil tank. This is usually restricted to a relatively small area.

14.1.1. In cases where there is only a film of oil on the surface of the track, a fine dusting of cement or other suitable absorbent should be applied to the effected area. This can be achieved by using a small shovelful, and with the wind behind, scatter the absorbent material along the line of the oil, then brushing across the line. Discolouration of the material will then occur within a minute or two so that officials can note the action taking place.

14.1.2. On no account should large amounts of material be used as this will clog the surface of the track when it hardens, and in addition will cause a minor dust storm.

14.1.3. Where there is a mass of oil, this should be soaked up by using sawdust, suitable commercially produced, or other suitable, absorbent agent. Since the object is to remove all trace of slip the material must be carefully swept up, and cement should then be brushed into the area to kill the film left after removal of the material.

14.1.4. It must be emphasised that the cement used should be dry and reasonably new. Lumpy, stale cement is of no use.

15 Requirements for Long Distance or Bad Weather Racing

15.1. General

15.1.1. A rolling start may be used at certain tracks subject to prior approval by the MSA of the arrangements.

15.1.2. Organisers are free not to record individual lap times in practice or during a race. If individual lap times are not recorded for practice, starting grid positions may be based on engine capacity with the cars of the larger capacity at the front, or by the methods described in J 13.6.1.

15.1.3. There must be proper liaison with local residents and authorities before any race extends over church hours or into darkness.

15.1.4. There must be provision for the track to be crossed by means of a bridge or tunnel giving access to the pits and paddock as follows:

- (a) For vehicles and pedestrians if any race is to run continually for more than six hours.
- (b) For pedestrians if any race is to be run continually for more than half an hour.

15.1.5. Accommodation for timekeepers must be suitably heated and ventilated and with provision so that full visibility is maintained through windows. There must be adjacent lavatory accommodation if any race is to run continually for more than half an hour.

15.1.6. All Senior Officials must have named Deputies who can take the appropriate action in the absence of the official concerned.

15.2. Marshals

15.2.1. Must be relieved if period of continuous racing exceeds six hours.

15.2.2. For any period over six hours, marshals should operate in shifts of four hours maximum with one shift on and two off duty.

15.2.3. Marshals off duty awaiting a further on duty spell should be provided with at least one hot meal, kept dry, comfortable, and if appropriate, provided with warm rest accommodation with individual sleeping facilities for at least six hours out of their off duty period. Transport must be provided for marshals if it is necessary to walk more than 500m in order to reach rest and refreshment facilities.

15.3. Lighting at Night

15.3.1. An area of the track including the start and finish line, appropriate to the speed of competing cars at this point, to be lit to an intensity sufficient to enable the positive identification of each competing car.

15.3.2. For safety there must be a build up to and run down from the area of maximum intensity of lighting.

15.3.3. In the area of maximum intensity, the lighting to be at least equal to that of the headlamps of competing cars.

15.3.4. All lighting installations to be such as to avoid dazzle.

15.3.5. The pit area and individual pits to be lit sufficiently to enable control and replenishment to proceed.

15.3.6. All offices to be adequately lit.

15.3.7. The paddock area to be lit sufficiently to enable safe movement and dispersal.

15.3.8. Spectator walkways, car parks, etc., to be lit to enable safe movement and dispersal.

15.3.9. The track itself to be identified by reflecting markers placed at intervals of 3m from the 60m point before all corners to the end of the corner. Corner warning boards to carry reflecting marking.

15.3.10. All ambulances, break-down vehicles and official cars to be identified by a reflective strip at the rear and a blue or yellow flashing beacon.

15.3.11. All flag marshals to have available two yellow signal lights (one as standby). These lights to have a control giving steady or interrupted lighting.

15.3.12. The Clerk of the Course to have available a red signal light.

15.3.13. Each Observer to be equipped with two hand

lamps unless at a point with permanent lighting.

15.3.14. Scrutineers to be provided with full lighting for the inspection of vehicles.

15.3.15. Timekeepers to be provided with suitable lighting.

15.3.16. Competing cars to have direction indicator lights in working order.

15.3.17. Competitors' identification numbers to be displayed in four places: on the forward, rear and each side of the car. The rear number to be adequately illuminated and displayed on a flat vertical surface.

15.3.18. The lighting installation and other equipment to be available in working order for inspection by the MSA at least one month before the date of the event. If not approved at this time, any further requirements to be completed and approved not less than two weeks before the event.

15.4. Practice

All competitors must be allowed at least one hour's practice in the same conditions of light as will apply in the race. Should the event include a period at night, at least half hour of practice shall be at night. 'Night' is deemed to have occurred 30 minutes after the official time as defined by the US Naval Observatory.

15.5. Bad Weather Racing

15.5.1. Rain. No specific requirement is established in regard to track drainage (though when a track is re-surfaced sufficient camber should be incorporated to provide for water to run off), but any significant accumulation of water on the track surface will make the cancellation of racing probable.

15.5.2. Fog. As the principle of control is based upon visibility between flag marshals, when visibility is so reduced that any post is obscured from the adjacent one, racing or practice must be stopped and abandoned if there is no reasonable prospect of conditions improving within two hours.

15.5.3. Snow and Ice. Before racing commences the following areas must be free of all snow and ice:

The race track, including its verges, either up to the

safety bank or for a width of 3m whichever is the lesser, the paddock, the pits and communication roads. Where course verges are cleared, any snow must not be piled into banks.

15.5.4. When a track is snow- or ice-bound an inspection will be made 24 hours before the commencement of official practice to decide whether or not a meeting will be cancelled or postponed. If an adverse decision is taken, the MSA, the MSA Steward and Media to be notified.

16

General (Race and Speed Events)

16.1. No vehicle, other than a competing car, shall be taken on to the course during an event except to deal with a grave emergency, and then only as instructed by the Clerk of the Course, who must be satisfied that the driver of such a vehicle knows the Rule of the Road in operation and that flag marshals will warn competing drivers.

16.1.1. No vehicle (including marshals' cars) should be parked anywhere adjacent to a Race, Speed or Kart venue unless in a fully protected area as approved by the Circuit Inspector.

16.2. It is recommended that in the interests of safety, animals should not be admitted to Race, Speed or Kart venues. If they are present, they must be kept securely inside a vehicle, whenever practice or competition is taking place.

16.3. The holder of the Track Licence shall be responsible for maintaining a register of the details of best performances achieved on the track.

16.4. The holder of the Track Licence shall be responsible for maintaining a permanent medical record book, detailing all incidents involving injury.

16.5. Circuit and venue owners are reminded of their responsibility to inform the Local Environmental Health Officer of any serious accidents (RIDDOR 95 refers). Fuller details of the procedures are available from the Technical Department at Motor Sports House.


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