

Common Regulations for Circuits and Venues

83	Track Licences
83	Applying for a Track Licence
84	Race and Speed Events
85	Scrutineering Area
85	Pits
86	Bridges
86	Fire Precautions and Equipment
86	Emergency Rescue Vehicles and Equipment
86	Medical Facilities at Race Circuits
86	Notes on Dealing with Oil
87	Long Distance or Bad Weather Racing

Track Licences

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

2. The organisation of an event must not be announced or advertised until a Track Licence has been agreed by the MSA [G 1]. Should an unauthorised event [A 67, C(d)-1(k)] be held on any licensed course, the Licence may be revoked and the MSA may decline to issue any further Track Licence.

3. A current Track Licence (or a photocopy) must be displayed in a prominent position at the track, or be available for inspection in the case of a temporary track. The Licence is only valid for the days on which an MSA Event Permit has been issued and shall have no validity on days when the MSA Permit is not in force.

National Track Licence

4. The MSA can grant a National A or National B Track Licence to a Race Circuit or Speed Event venue

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

Text shown in Italics indicate a Regulation which may be amended in the SRs.

(including Rallycross venues) for an individual meeting or a series of meetings, or, if the track is a permanent one, until the end of the current year. MSA Track Licences are issued subject to the conditions contained within them and are only valid for periods during which a valid MSA Organising Permit is also in force. The MSA can refuse to grant or withdraw a Track Licence at any time without stating a reason.

International Track Licence

5. Application for an International Track Licence for a Race Circuit or Speed Event venue must be made to the FIA through the MSA. The FIA can licence a track for a stated period and, after consultation with the MSA, can refuse to grant or withdraw an International Track Licence applicable in the UK at any time and without stating a reason.

6. Track Licence fees are included in Part 3, Appendix 3.

7. The Clerk of the Course shall always have full control of the course (including pits and paddock) and all areas between the course and enclosures from the commencement of practise until all competing cars have left the course at the conclusion of the meeting.

Applying for a Track Licence

8. The minimum information normally required by the MSA for issuing a Track Licence is:

- Racing Circuits – Outline plans and MSA Inspector's approval
- Other Speed Event Courses – 1/2500 scale plan and MSA Inspector's approval.

9. The following information is also required:

- Length of course and position of start and finish and method of marking
- Position of paddock and pits (if any)
- Siting of spectator and Official enclosures and distance from course
- Type of fencing around enclosures
- Type and siting of protective barriers between course and enclosures
- Siting of ambulance(s), rescue vehicles, first aid headquarters and medical staff, and minimum number of staff and ambulances
- Siting of flag Marshals and observers and minimum number of these Officials
- Siting of fire equipment and breakdown vehicles and minimum provision
- Siting of Clerk of the Course's Headquarters, Timekeeping box and Scrutineering area
- Locations and type of communications system around course available to Officials
- Location of nearest outside telephone and number
- Address and telephone of nearest hospital available to receive casualties

- Number of starters and types of vehicle
- Any special features of course, including type of road surface and width
- The braking area (in the case of speed events)
- 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
- The location and operation of any trackside flashing yellow warning lights.
- The presence of any structure or obstruction, including advertising material adjacent to the track, which could be the first object to be struck by a car leaving the course, shall be subject to the prior approval of the MSA.

Race and Speed Events

10. Only competing cars are allowed on the course during an event, except as instructed by the Clerk of the Course to deal with a serious emergency, when flag Marshals must warn competing Drivers. The Clerk must be satisfied that the Driver of any vehicle allowed on the course knows the Rule of the Road in operation.

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

12. In the interests of safety, animals should not be admitted to Race, Speed or Kart venues, but if present they must be secured inside a vehicle whenever practice or competition is taking place.

13. The holder of the Track Licence is responsible for maintaining a register of best performances achieved on the track and a permanent medical record book detailing all incidents involving injury.

14. Circuit and venue owners are reminded of their responsibility to inform the Local Environmental Health Officer of any serious accidents (see RIDDOR 95 or contact the MSA Technical Department).

Safety Requirements

15. In issuing a Licence, the MSA will specify the types of vehicles which can compete and the maximum number which can start simultaneously in any one race. 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%, without written approval [G 15].

16. 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 MSA Track Requirements. The start/finish line and, where applicable, the grid positions, shall be clearly marked on the road surface. The track must be thoroughly swept and in good repair, and kept swept as necessary during the meeting.

17. The course must not present any unreasonable hazards to either Competitors or spectators. The width of the track normally shall not be less than 9m for Race circuits and 3.5m for Sprints and Hill Climbs.

18. When there are no natural features defining corners (eg on airfields), they must be marked out by signs indicating distance to the corner.

19. The siting of all cameras, other than in the enclosures noted in 4 below, is subject to MSA approval.

20. Aircraft under the control of the event Organisers should never be allowed to operate below 500ft nor at any time, fly directly over the venue while motor sport is in progress [H 244].

21. Further special safety precautions must be complied with before a Licence will be issued for a circuit to be used for Truck Racing [see G 26].

Communications

22. There must be an efficient means of communication (either visually, by telephone or radio) between the Clerk of the Course, Observers, First-Aiders and other staff, unless otherwise specified in the Track Licence [G 1]. There must be a radio link (not CB) to all emergency vehicle(s).

Enclosures [A 73(b), A 76]

23. All enclosures at race circuits must be protected by a substantial barrier capable of stopping a car.

Enclosures at speed events not protected by a permanent barrier (if permitted at all) must be a minimum 60m from the edge of the course unless otherwise authorised by the MSA. Spectators shall be allowed at corners 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.

24. Any place where spectators may congregate, (eg grandstands, the start and finish line, opposite the pits etc) shall be protected by a substantial barrier. Ideally there should be a clear space of at least 6m between any 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. No car parked in a spectator enclosure should be less than 10m from the front of the enclosure.

25. If unauthorised people penetrate beyond the authorised enclosure, the programme should be suspended until they have been removed.

Timing

26. At permanent race circuits, an adequate sheltered area (the Timing Box) must be provided to accommodate at least one Timekeeper for every four cars Permitted on the track for practice, plus a further three assistants. The Box must provide an adequate view of the track, the start/finish signals and 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.

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

Marshals' Posts

28. Officials' posts, with fire, rescue and track cleaning equipment, must be established at corners and other points to ensure the whole of the course is kept under observation at all times and to enable Officials to reach the scene of any incident within 30 seconds. Each post

must be visible to adjacent posts which must be less than 500m apart. There should be sufficient Marshals at each post to carry out flagging and maintain surveillance prior to the start of the competition.

29. 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 also 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 operated from Race Control. Where there is no closed-circuit TV surveillance, the lights shall be operated from the Observers' posts.

Race Events

30. 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.

31. The following equipment is recommended (as appropriate) at Race meetings:

At each Marshal's post:

- Two brooms
- One ordinary shovel
- One small shovel
- One 1/2 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:
 - 1, 2, 3, 5 and 10 minutes
 - 5 and 30 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)

Speed Events

32. At Speed events there should be a minimum of two Marshals at each main post. The minimum equipment required is:

- Two brooms
- One ordinary shovel
- One small shovel
- One 1 gallon container dry cement, or other approved absorbent material
- Two 20lb dry powder extinguishers (preferable to foam), or acceptable alternatives.

Drag Strips

33. 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.

Scrutineering Area

34. The minimum facilities for Scrutineers are as follows:

Race Meetings

- Covered accommodation adequate for the inspection of two cars simultaneously and the handling of their relevant documentation
- Satisfactory facilities for inspecting the underside of a car
- Whenever cars with weight limitations are competing, weighing equipment must have annual Weights and Measures certification (January - December)
- When weighing is carried out with portable electronic 'pad' scales, a current Weights and Measures Certificate is not essential, but if not available the scales must be checked with certified weights compatible with the range of cars to be weighed, prior to use or upon request by the Stewards of a Meeting.

All Meetings

- A clear flat area, large enough for a car to stand on
- An area for noise tests [C(b)-24]
- A suitable area for Parc Fermé.

Pits

35. Any pit lane must be separated from the course by a substantial barrier which must provide ample entrance and exit for single vehicle. The area between the barrier and the pits must be at least 6.5m (and preferably 8m) in width. The working area in front of the pits (which must be at least 2.5m wide) must be

Circuits and Venues [A(a)]

marked by a white line least 10cm wide extending the length of the pits. The front of the pits must be of substantial construction and each pit must be at least 4m long. There shall be an adequate number of pits for the cars in a race. The pits and pit lane at any new circuit must comply with FIA requirements.

Bridges

36. All bridges over the track must be of substantial construction and both the bridge and its approaches must be shielded to eliminate all view of the track from these areas. No people or vehicles are permitted to stop on a bridge while practice or racing is in progress. The floor and sides of each bridge must be constructed so that no object can fall from the bridge onto the track. Bridges must have sufficient clearance above the track to allow passage of emergency service vehicles.

Fire Precautions and Equipment

37. All fire extinguishers used at Race and Speed Events must have a valid manufacturer's certificate (or agent) confirming they are in working order, issued immediately prior to the start of each season's racing. This certificate must be available for inspection by Stewards [G 12].

38. At Race Meetings, manned Fire Posts (equipped as required by the MSA 4x2 methods) must be located and clearly marked at intervals round the circuit. Other acceptable extinguishers may be deployed.

39. Additional extinguishers should be located:

- At marked points in the paddock
- In the pit areas
- At the Scrutineering Bay
- In every medical room or centre.

40. In events involving the refuelling of cars where more than five gallons of fuel is held in any one pit, there must be two fire tenders and crew in attendance, appropriately equipped and with immediate access to the pit area [G 66].

Emergency Rescue Vehicles and Equipment

41. Licensed Rescue Vehicles must comply with the Specifications detailed in Section A(b). The positioning of emergency vehicles will be indicated on the Track/Venue Licence.

Medical Facilities at Race Circuits

[See Section A(b)]

42. Each permanent circuit shall have a Medical Committee consisting of:

- A representative of the circuit management
- A fully registered medical practitioner appointed by the circuit

- A representative from the local First-Aid Organisation.

43. The Committee is responsible for organising a Medical Headquarters and supervising the supply and safekeeping of the medical equipment specified in these regulations. The Committee must have a formal procedure to be followed in case of a major accident.

44. The names of Committee members, together with the name of the person responsible for the medical arrangements at the circuit, shall be notified to the MSA, which has the overriding authority to approve Medical Centres and adjudicate on their compliance with the requirements of motor sport.

The Medical Centre

45. The Medical Centre should have easy and level access for ambulance and stretchers, offer security from press and public, and be located in accordance with CAA requirements to allow helicopters to be used when necessary.

46. The Centre should consist of a minimum of three rooms of sufficient size and with adequate heating and lighting:

- A resuscitation room capable of taking at least two patients at the same time
- An observation ward capable of containing two recumbent patients with total security in the event of death
- A treatment area for small dressings and other minor procedures.

47. There should also be an administration area, shower, washing and toilet facilities, contained within the Medical Centre.

Notes on Dealing with Oil

48. Oil deposits on a track are generally caused in three ways:

- From the fine spray caused by leakage on the pressure side of an oil system or from a badly fitting oil tank cap
- An accumulation of droppings from free flow oil systems used on motorcycle-type engines or from overflows
- As a mass of oil caused by the sudden emptying of a sump or tank. This is usually restricted to a relatively small area.

49. Where there is only a film of oil on the track surface, a fine dusting of cement or other suitable absorbent should be applied to the effected area. This can be spread upwind of the oil film, using a small shovelful. The absorbent material should be scattered along the line of the oil, then brushed across the line. Discolouration of the material will occur within a minute or two so that Officials can note the action taking place. On no account should large amounts of material be used as this can clog the track surface when it hardens, and in addition can itself cause a minor dust storm.

50. Where there is a mass of oil on the track, this should be soaked up using sawdust or other suitable

absorbent material. This material must be carefully swept up and cement then brushed into the area to kill the film left after removal of the material. The cement used must be dry and reasonably new.

Long Distance or Bad Weather Racing

51. There must be proper liaison with local residents and authorities before any race extends over church hours or into darkness. Other general points relating to this type of racing include:

- A rolling start may be used at certain tracks subject to prior MSA approval
- Organisers are free not to record individual lap times in practice or during a race. If times are not recorded for practice, starting grid positions may be based on engine capacity (with larger capacity cars at the front) or by the methods described in G 59
- There must be provision for crossing the track by bridge or tunnel to access pits and paddock as follows:
 - For vehicles and pedestrians if any race is to run continually for more than six hours
 - For pedestrians if any race is to be run continually for more than half an hour.
- Accommodation for timekeepers must be adequately heated and ventilated and provide full visibility through windows. There must be adjacent lavatory facilities if any race is to run continually for more than half an hour
- All Senior Officials must have named Deputies who are able to take appropriate action in the absence of the Official concerned.

Marshals

52. Marshals must be relieved after six hours of continuous racing, following which they should operate in shifts of maximum four hours, with one shift on and two off.

53. Off-duty Marshals 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 they are required to walk more than 500m to reach rest and refreshment facilities.

Lighting at Night

54. Where Racing takes place at night, an area of track including the start and finish line, appropriate to the speed of competing cars at that point, must be lit sufficiently to enable the positive identification of each competing car. For safety there must be a build up to and run down from the area of maximum intensity of lighting, which should be at a level at least equal to that of the headlamps of competing cars.

55. All lighting installations and other equipment must avoid dazzle and 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 must be completed and approved not less than two weeks before the event.

56. More generally:

- The pit area shall be lit sufficiently to enable control and replenishment to proceed.
- The paddock area, spectator walkways, car parks, offices etc, shall all to be lit to ensure safety
- The track itself shall be identified by reflectors placed at intervals of 3m from the 60m point before all corners until the end of the corner
- Corner warning boards shall carry reflecting markings
- All ambulances, break-down vehicles and Official cars shall be identified with a reflective strip at the rear and a blue or yellow flashing beacon
- All Flag Marshals shall have two yellow signal lights (one as standby) incorporating a control giving steady or interrupted lighting
- The Clerk of the Course shall have a red signal light
- Each Observer shall have two hand lamps, unless at a point with permanent lighting
- Scrutineers and Timekeepers shall have sufficient lighting to carry out their duties
- Competing cars shall have direction indicator lights in working order
- Competitors' identification numbers must be displayed in four places: on the forward, rear and each side of the car. The rear number must be adequately illuminated and displayed on a flat vertical surface.

Practice

57. 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 one half hour of practice must be at night. 'Night' is deemed to have occurred 30 minutes after the Official time as defined by the US Naval Observatory.

Bad Weather Racing

58. *Rain:* No specific requirement is specified with regard to track drainage, though when a track is resurfaced sufficient camber should be incorporated to provide for water to run off. Any significant accumulation of water on the track surface will make the cancellation of racing probable.

59. *Fog:* When visibility is obscured between any two adjacent Flag Marshal Posts, racing or practice must be stopped, and abandoned if there is no reasonable prospect of conditions improving within two hours.

60. *Snow and Ice:* The following areas must be free of all snow and ice before racing can commence:

- The race track, including verges, either up to the safety bank or for a width of 3m whichever is the lesser
- The paddock, the pits and communication roads.

61. Where course verges are cleared, any snow must not be piled into banks. When a track is snow or ice-bound an inspection should be made 24 hours before the start of Official practice to decide whether or not the meeting will be cancelled or postponed. If an adverse decision is taken, the MSA, the MSA Steward and media must be notified.