



# **MINIBIKE MOTOCROSS CIRCUIT SAFETY GUIDELINES**

Issue #4 JANUARY 2015

1. The Minibike Circuit Guidelines will be used to conduct course inspections prior to the issue of a Course Certificate
2. A Course Certificate is required for all MCF Minibike events and are only valid for the period indicated, all tracks will be inspected periodically. Any alterations to a track must be documented by the Clerk of the Course before the start of each event; any significant changes made will require a new course certificate to be issued after the event. A Course Certificate shall only apply to an event where a Permit has been issued by the MCF and it is organised by an MCF affiliated club under the supervision of official's authorised/licensed by the MCF.
3. The following guidelines should be followed unless specifically detailed on the Course Certificate or Risk Assessed.
4. The track width should not be less than approximately 4 metres. The track cannot be divided by an obstacle (tree, etc), lanes can however be created by the division of the track by a jump etc.
5. The width of the track on a jump should be at least 1 metre wider on the landing side than the take off point and subject to the risk being assessed.
6. The length of a start straight, measured to the centre of the first bend, should not exceed 80m nor be less than 40m. Any other dimensions shall be agreed at the inspection and documented.
7. The start straight will not have any jumps along its length.
8. The free vertical space between the track and any obstacle above ground level should be 3 metres minimum. i.e. structure over the track or overhanging branches.
9. Whoops should be constructed after an obstacle i.e.: a tight bend, hairpin or tight chicane to make the approach to the first whoop low speed and must approved at the circuit inspection.

Whoops shall be defined as a number of consecutive semi-circular depressions and crests formed with malleable soil. Not more than approximately 0.5 metre deep and between approximately 1 and 3 metres between each crest of the whoop section.



Steps: The distance between the crests of steps going down can be variable but the landing zone of each step should be on an approximate level plane with the landing ramp, the depth of each step should be subject to a risk assessment. This section should only be constructed after an obstacle, i.e: a tight bend, hairpin, tight chicane, high jump, table top etc. to make the approach to the first step a reasonably low speed approach under acceleration.

Sections of a track that are considered a 'rhythm' section (Multiple jumps) have to be designed with rider ability taken into account and documented by an MCF track inspector. Attention must be given to the landing zones which should not incorporate another upward slope.

10. The public Safety Precautions will be detailed in the Course Certificate and the risk assessment prepared by the Clerk of the Course for each event but the following requirements must be adopted wherever feasible.

All areas to which the public are to be permitted should be protected by one of the following methods or by a combination of these methods.

All wooden posts described in methods B/C shall be round and have a diameter of approximately 75mm with a maximum diameter of 100mm. Rope must be either Nylon, Ploythene or Polypropylene and with a nominal diameter of 12mm.

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**ROPE METHOD ‘B’.**

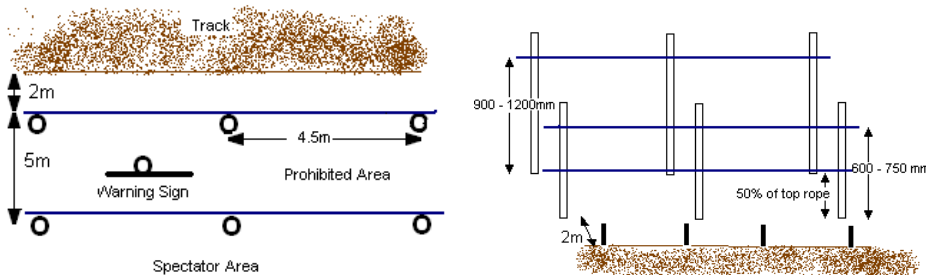
All tracks used for Minibike machines must not have a rope catch fence within approximately 2 metres of the marked track.

Where a rope catch fence is used it must be set approximately 2 metres back from the marked track, the fence must have two ropes, the top rope must be set at approximately 600mm to 750mm from the ground, the second rope must be set at 50% of the height of the top rope, the rope may be replaced by Scaffold Debris Netting to a minimum height of 750mm.

Outside the catch fence there shall be a continuous strip of land of an approximate width of 5 metres which shall be prohibited to the public. This area will be defined as per the catch fence above with a single rope at a height of 900mm to 1200mm from the ground.

The track at youth and or adult events can be defined with wood or plastic pegs, wooden posts as specified, a natural boundary of earth banking – continuous or intermittent, escarpments, bales, track markers or any combination of the aforementioned.

Alternatively the double rope barrier may be replaced with scaffold debris netting. The netting should be positioned at least one metre from the circuit with the post at three metre centres. A prohibited area of 3m must be allowed to the public barrier .



**FENCING METHOD ‘C’**

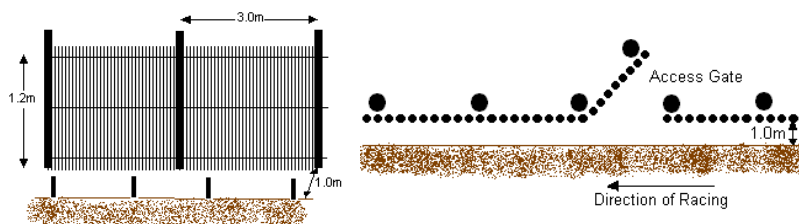
Fencing method ‘C’ can be used for all machine classes of racing.

Fencing method C consists of a fence of chestnut paling of a height of not less than 1.2m and mounted on wooden posts firmly driven into the ground. The paling fence must be of the three wire strand type.

The supporting posts must not be more than approximately 3 metres apart, the pointed ends of the paling are to be at ground level and the fencing securely fixed to the track side of the posts.

A neutral zone of approximately 1m should be provided on the trackside of all chestnut paling subject to the circuit risk assessment with regard to spectator safety. The neutral zone can be marked with wood or plastic pegs, wooden posts as specified, a natural boundary of earth banking - continuous or intermittent, escarpments, bales, track markers or any combination of the aforementioned.

Gate access for medical services must be provided and clearly signed at regular intervals, subject to the circuit risk assessment. Access points should have a gate or paling fencing returning into the spectator area. The fencing must give protection to spectators at all times.



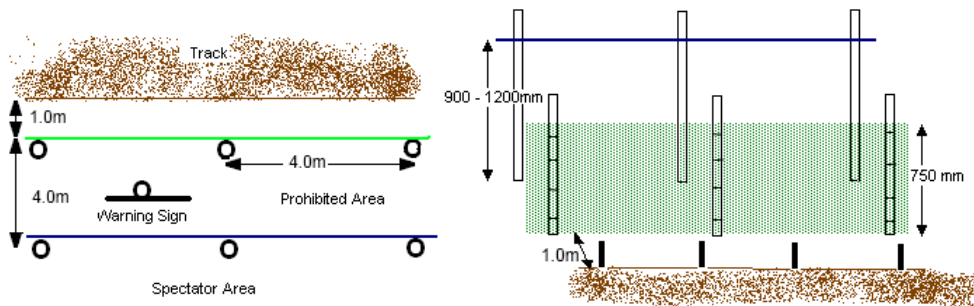
**FENCING METHOD ‘D’**

Fencing method D consists of a fence of scaffold debris netting of a nominal height of 750mm and mounted on wooden posts firmly driven into the ground.

The supporting posts must not be more than approximately 4 metres apart, and the netting must be securely fixed to the post by the use of cord, nylon cable ties or staples.

Outside the catch fence there shall be a continuous strip of land of an approximate width of 4 metres which shall be prohibited to the public and where a spectator rope as per method A shall be erected. On the circuit side there should be a 1m strip of land to the marked racing surface.

The track can be defined with wood or plastic pegs, wooden posts with rope, as specified, no higher than 400mm from the ground, post, a natural boundary of earth banking – continuous or intermittent, escarpments, bales, track markers or any combination of the aforementioned.

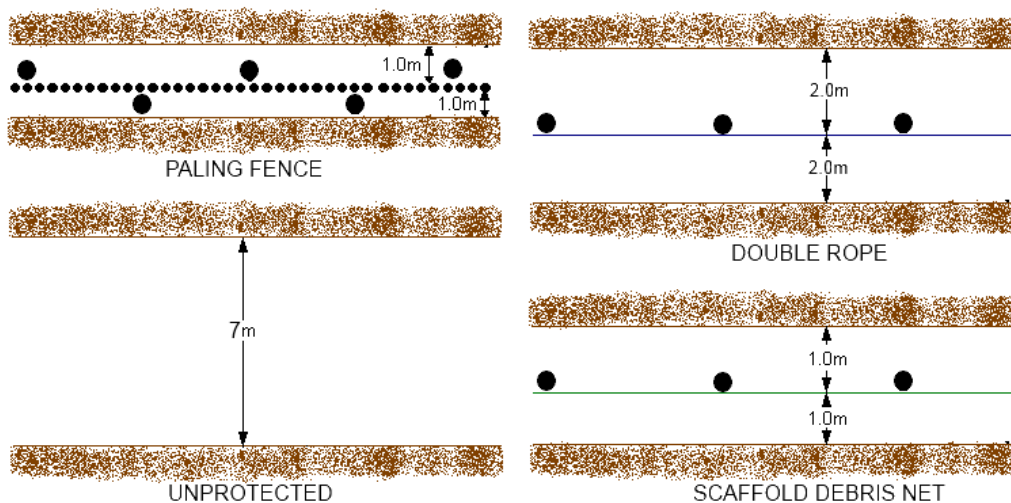


**OPPOSING TRAFFIC**

Where there is opposing traffic i.e. on a loop or where tracks run along side each other, the track should be approximately 7 metres apart. The danger must be risk assessed before allowing an unprotected area of track to exist.

If the circuits are between 4m and 7m apart, roping as per method B can be used to segregate the opposing traffic i.e Posts at 4.5m centres with two ropes, one at 600 - 750 mm high and the second at 50% of the height of the first

When using chestnut paling or scaffolding style netting to protect opposing tracks the posts must be positioned each side of the paling / netting at a distance of 3.0m centres. A neutral zone of approximately 1.0 metre each side of the paling fence or netting may have to be incorporated subject to the circuit risk assessment. By using paling fencing or scaffold netting the distance between opposing tracks can be reduced to approximately 2 metres.



## OTHER METHODS OF PROTECTION

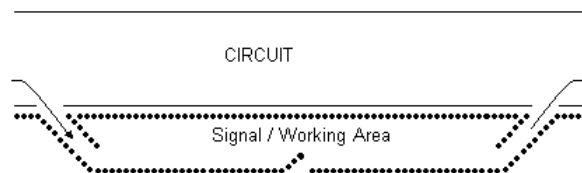
A combination of the above methods may be adopted subject to the approval of the MCF Track Inspector and as detailed on the Course Certificate and risk assessment for the circuit.

Where the natural terrain provides adequate protection to the public or some other form of substantial fencing is erected, the above requirements may be modified, subject to the approval of the MCF Inspector and as detailed in the Course Certificate.

Steel crowd control barriers may be used if approved by the MCF Track Inspector, Approval must be sought when the track is inspected and barriers must be shown on the track plan. If crowd control barriers are used there should be a neutral zone between the barrier and the track of approximately 3 metres marked with pegs and tape, bales or other as per method B or C. Barriers should be firmly linked with scaffold clips or cable ties and staked for rigidity. Special attention should be given to crowd control barriers in vulnerable places, i.e. on the outside of a bend. In this instance, catch fences as per methods B or C may be specified.

## SIGNAL/WORKING AREA

If a signal/working area is provided it must be protected from the track by one of the methods described above. Ideally the access and egress to the zone should be to the rear (see diagram). The area should be prohibited to persons under 16 years of age (except riders) and animals.



## **PARKING**

Vehicles must not be parked within 3.0 metres of the public fence and a limit line shall be indicated by the use of rope or tape.

## **PADDOCK**

There must be a suitable paddock for the use of competitors. Where the paddock is immediately adjacent to the track the whole length adjoining the track shall be fenced by one of the above methods applicable to spectator enclosures.

The riding of machines in the paddock is strictly prohibited and warning signs should be erected. Machines should be pushed with engines dead. Riding of machines at a slow pace can be permitted if designated lanes protected from the public are used. Machines must be pushed upon exiting from any point on these lanes. In exceptional circumstances, if risk assessed by the Clerk of the Course, riders may be permitted to ride their machines but must not exceed first gear idle and must always wear a helmet. Under no circumstances may the machine be ridden by anybody other than the competitor.

## **CONTROLLED CROSSINGS**

All Controlled Crossings should be adequately marshalled and the movement of spectators across the track during practising or racing shall not be permitted.

## **NUMBER OF RIDERS AND THE METHOD OF STARTING**

The maximum number of riders permitted in any one race and the method of starting shall be as detailed on the Course Certificate. Any changes to the maximum number of starters allowed on a Course Certificate can only be made by the MCF course inspector. The allowance for the number of riders allowed to practice at an event is one and half times the number of starters allowed in a race as per the current Course Certificate.