



SIDE x SIDE CIRCUIT SAFETY GUIDELINES

Issue #2 JANUARY 2015

MCF SIDE x SIDE CIRCUIT SAFETY GUIDELINES

1. The MCFederation Side x Side Circuit Guidelines will be used to conduct course inspections prior to the issue of a Course Certificate and are for the guidance of Clerks of the Course when setting up events.
2. A Course Certificate is required for all MCF Side x Side events and is 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 should be restricted to approximately 65kph and top speeds should be restricted to approximately 115kph.
5. The track width should not be less than approximately 6 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.
6. 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.
7. The length of a start straight, measured to the centre of the first bend should not exceed 125m nor be less than 80m. For events below National status this length may be reduced, in this instance the number of permitted starters will reduce accordingly.
8. The start straight will not have any jumps along its length.
9. 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.
10. Multiple jumps, double, triple jumps etc. are forbidden, the distance between a jump should be approximately 30 metres from the crest or top of one jump to the crest or top of the next one.
 - a. Whoops are allowed in Motocross events subject to agreement and inspection by the MCF. These should be constructed after an obstacle i.e.: a tight bend, hairpin or tight chicane to make the approach to the first whoops low speed and must be subject to risk assessment. Definition of a Whoop: Whoops shall be defined as a number of consecutive semi-circular depressions and crests formed with malleable soil. Not more than approximately 1 metre deep and between approximately 5 and 9 metres between each crest of the whoop section. Whoops should be risk assessed before each event.



- b. 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.

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- c. Rhythm section: Sections of a track that are considered a 'rhythm' section and where measurements do not comply with the definition of multiple jumps and are less or more than allowed for in the description above. The Rhythm section of the track has to be designed and documented and has to be inspected by an MCF track inspector. In all cases the construction of a rhythm section must be accompanied by a risk assessment with design, conditions on the day of the event and driver ability taken into account, the assessments must be amended for each event by the organiser. Attention must be given to the landing zones which should not incorporate another upward slope.

11. Each Driver should have a minimum width of .2.5 metres at the start grid, Drivers will line up three abreast across the start line with a minimum of 1m between each vehicle.

12. 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 A/B/C shall be round and have a diameter of approximately 75mm with a maximum diameter of 100mm.

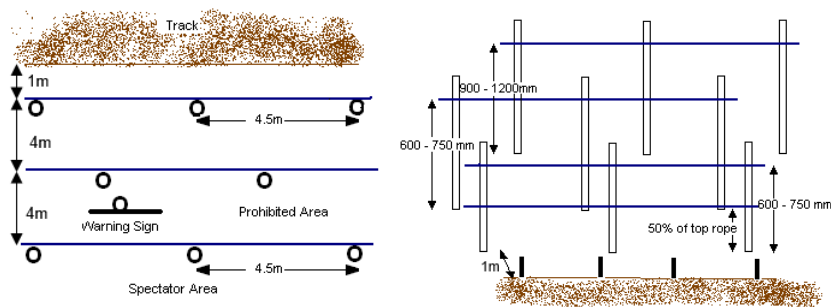
ROPE METHOD 'B'.

A rope catch fence is used and must be set approximately 1 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.

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 second rope shall be used at a height of approximately 750mm from the ground attached to post with a gap of no more than 4.5m. The posts for the second fence should be offset to the post in the other two.

Outside the second 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 rope shall be used at a height of 900mm – 1200mm from the ground attached to post with a gap of no more than 4.5m

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.

**FENCING METHOD 'C'**

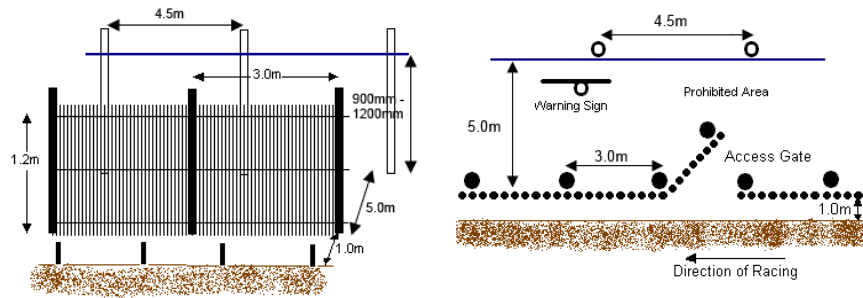
Fencing method C consists of a fence of chestnut paling of a height of not less than 1.2m and mounted on wooden posts firmly driven into the ground. The paling fence must be of the three wire strand type.

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 further rope fence as per Method 'B' must be installed 5 metres outside of the paling fence the area in between must be prohibited to the public. The rope should be 900 – 1200 mm from the floor and the post should be approximately 4.5 metres apart.

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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'**

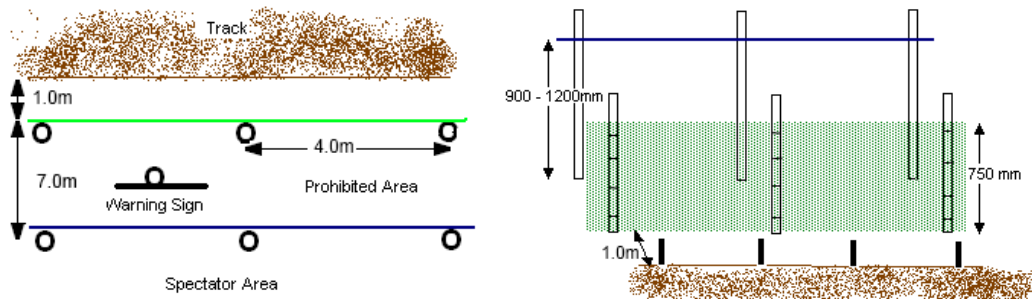
Fencing method 'D' can be used for all machine classes of racing.

Fencing method D consists of a fence of a double thickness 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 7 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 at youth and or adult events 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.



Description: Scaffold Debris Netting is widely available commercially and is designed to prevent the fall of debris from scaffolding and should be of the weight 80gsm, ordinarily the netting is in roll of 50m x 2m and may be used doubled or cut.

OTHER METHODS OF PROTECTION

A combination of the above methods may be adopted subject to the approval of the MCF Circuit 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 Circuit 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

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be a neutral zone between the barrier and the track of approximately 1 metre marked with a rope catch fence (Adult events only) pegs and tape, bales or other as per method A/B/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 A, B or C may be specified. Outside of the CCB there shall be a continuous strip of land of an approximate width of 10 metres which shall be prohibited to the public and where a rope shall be used at a height of 900mm – 1200mm from the ground attached to post with a gap of no more than 4.5m

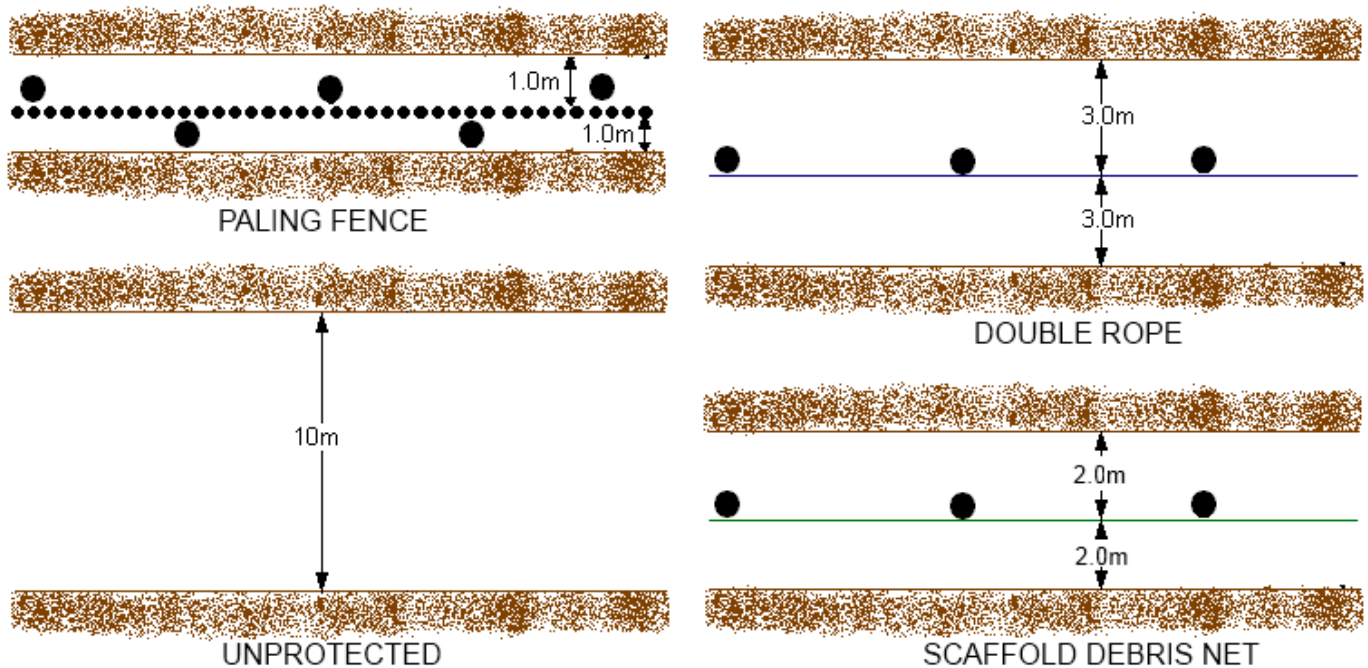
OPPOSING TRAFFIC

Where there is opposing traffic i.e. on a loop or where tracks run along side each other, the track should be approximately 10 metres apart. The danger must be risk assessed before allowing an unprotected area of track to exist.

If the circuits are between 6m and 10m apart roping (4m and 10m in the case of Debris Netting) 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.

If scaffold debris netting is used as in protection method D then the gap can be reduced to 4 metres in total, with 2 metres either side of the netting.

When using chestnut paling to protect opposing tracks the posts must be positioned each side of the paling at a distance of 3.0m centres. A neutral zone of approximately 1.0 metre each side of the paling fence may have to be incorporated subject to the circuit risk assessment. By using paling fencing 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 Circuit 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 Circuit 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 a rope catch fence (Adult

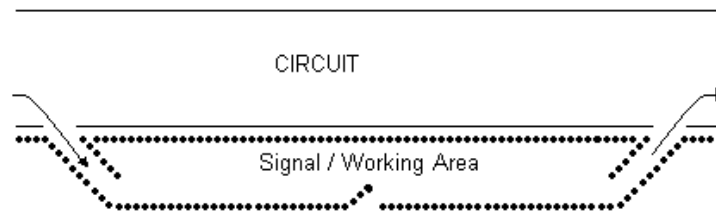
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events only) pegs and tape, bales or other as per method A/B/C. Barriers should be firmly linked with scaffold clips or cable ties and staked for rigidity. Special attention should be given to crowd control barriers in vulnerable places, i.e. on the outside of a bend. In this instance, catch fences as per methods A, B or C may be specified.

For Youth events method C, the track inspector can request a wider or narrower neutral zone if in their opinion it is warranted, subject to the circuit risk assessment.

HOT PITS AREA

If a hot pits (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 drivers) and animals. The maximum speed allowed in the hot pits will be 5mph.

**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, drivers may be permitted to driver 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 and no pillion passengers are to be carried.

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 DRIVERS AND THE METHOD OF STARTING

The maximum number of drivers 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 circuit inspector. The allowance for the number of drivers 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.

Please note: The track guidelines for all Beachcross events are subject to an organisers risk assessment prior to the event taking place.

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Appendix 1

Stylised Motocross Circuit Certificate Plan

MCFEDERATION

MORLEIGH, Totnes, Devon

April 2010

KEY

MARSHAL POINT	M
PALING FENCE	-----
ROPE FENCE	-----
PROHIBITED AREA	PA
TREE PROTECTION	1*

