



# **MOTOCROSS CIRCUIT SAFETY GUIDELINES**

Issue #4 JANUARY 2019

Last reviewed Jan 2019

1. The MCFederation Motocross 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 motocross 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 5 metres for solos and approximately 6 metres for Sidecars and Quads. 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. These should be constructed after an obstacle i.e.: a bend, hairpin or tight chicane to make the approach to the first whoops low speed. 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 inspected by the senior official on site before each event to ensure that there is no excessive degradation to the individual whoops.



- 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.

- 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 rider 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 solo rider should have a minimum width of 1 metre at the start gate. Sidecars and Quads should have a minimum width of 2 metres and the top bar of the gate marked in pairs.

It is recommended that all start gates should drop backwards or vertically and have rear barriers 3 metres from the leading edge of the dropped starting gate.

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. The only exception shall be where a bespoke spectator area is created and the method of protection indicated on the course certificate or where spectators are not permitted within 15m of any part of the course, in this instance a defined barrier must be created.

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 'A'.**

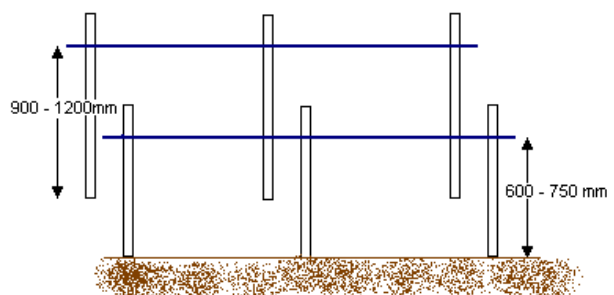
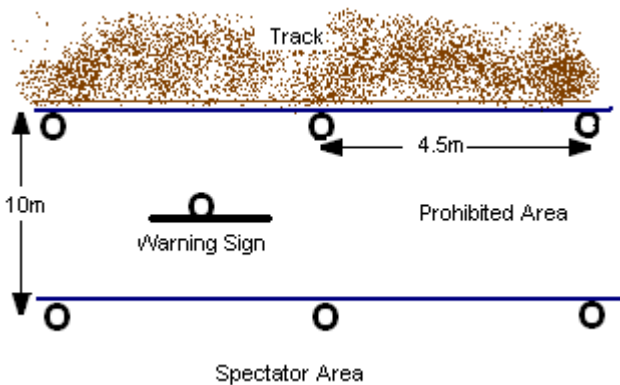
Rope method 'A' can be used for all machines above 85cc with a front wheel size of not less than 21". A catch fence erected to define the limits of the actual track. The catch fence shall consist of wooden posts firmly driven into the ground and approximately 4.5 metres apart.

Between these posts and approximately 600mm to 750mm from the ground, either Nylon, Polythene or Polypropylene roping may be used, the minimum diameter shall not be less than 12mm. The rope should not unduly sag. This rope may be replaced by Scaffold Debris Netting but must be situated 1 m away from the edge of the track.

Outside the catch fence there shall be a continuous strip of land of an approximate minimum width of 10 metres (7 metres if Debris Netting is used) which shall be prohibited to the public. This area will be defined as per the catch fence above with the rope at a height of 900mm to 1200mm from the ground.

In the area between the catch fence and spectator fence "Prohibited Area Notices" shall be displayed at regular intervals facing the public. These notices shall be rigidly mounted; they should be in sufficient quantity and height to ensure they are clearly visible to spectators.

If there is insufficient room for a prohibited area of 10m this distance can be reduced to 6m by positioning a third catch fence equidistant between the other two.



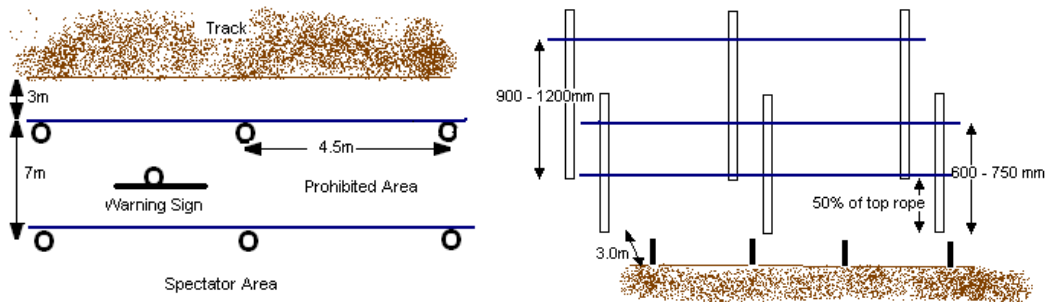
**ROPE METHOD ‘B’.**

All tracks used for machines fitted with standard front wheels below 21”, i.e: the 85cc small and big wheel, 65cc and auto class must not have a rope catch fence within approximately 3 metres of the marked track.

Where a rope catch fence is used it must be set approximately 3 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 7 metres (5 metres if Debris Netting is used) which shall be prohibited to the public and where a spectator rope as per method A shall be erected.

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.



**FENCING METHOD ‘C’**

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

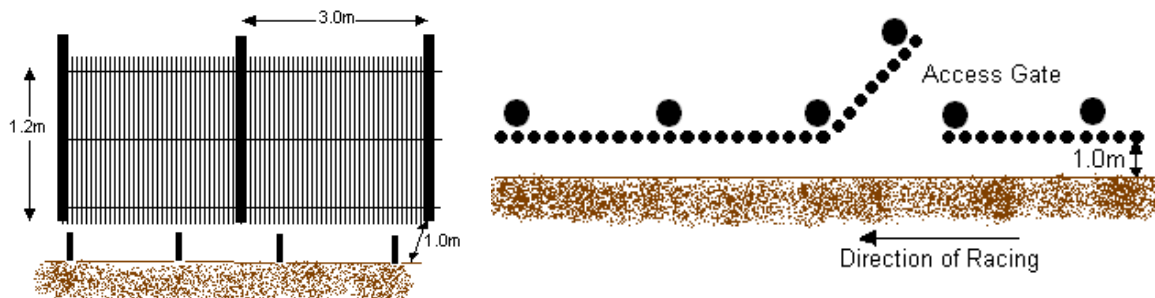
Fencing method C consists of a fence of chestnut paling of a height of not less than 1.2m and mounted on wooden posts firmly driven into the ground. The paling fence must be of the three wire strand type.

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.

**For adult events only** – An additional rope catch fence may be used to define the track (as per Method A) to create a neutral zone subject to the circuit risk assessment.

**For all adult and youth events** – 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’**

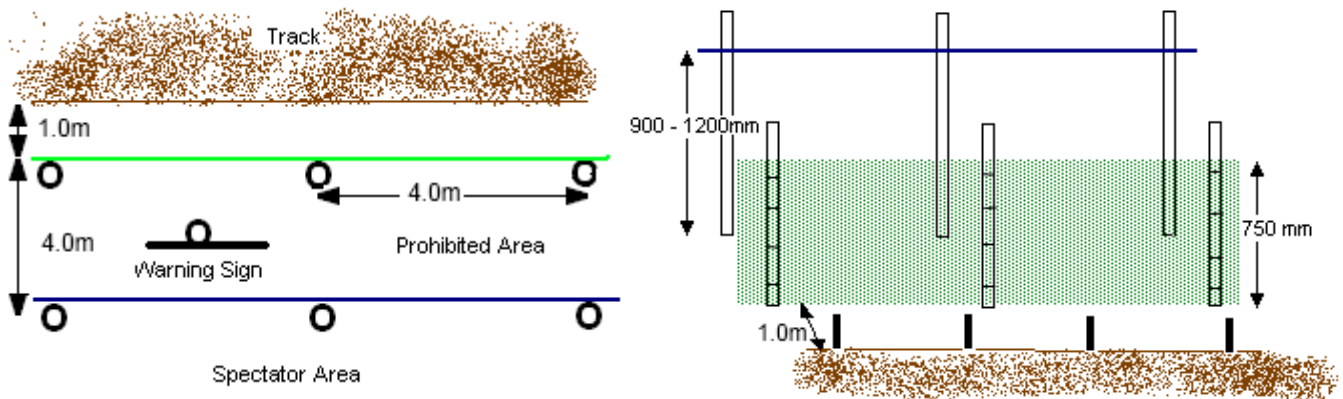
Fencing method ‘D’ can be used for all machine classes of racing.

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 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.

**OPPOSING TRAFFIC**

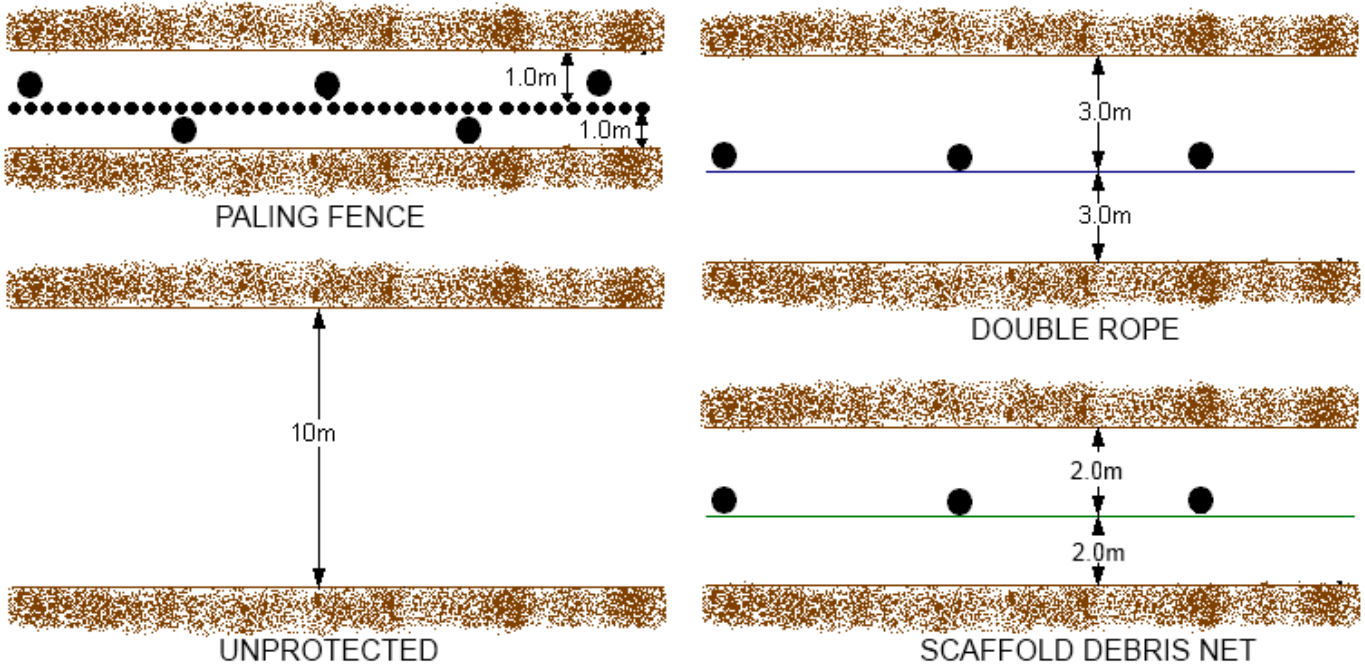
Where there is opposing traffic i.e. on a loop or where tracks run along side each other, the track should be approximately 10 metres apart. The danger must be risk assessed before allowing an unprotected area of track to exist.

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.

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**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.

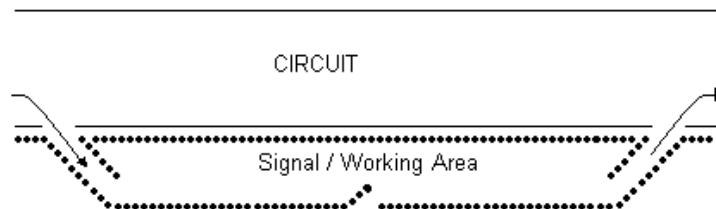
Where the natural terrain provides adequate protection to the public or some other form of substantial fencing is erected, the above requirements may be modified, subject to the approval of the MCF Inspector and as detailed in the Course Certificate.

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 not less than 3 metres 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.

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.

**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 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 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. There must be one metre for each solo motorcycle and 2 metres for each sidecar or quad. 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 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.

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

**Appendix 1**

Stylised Motocross Circuit Certificate Plan

**MCF**FEDERATION

MORLEIGH, Totnes, Devon  
April 2010

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

