



FIA Grassroots Motorsport

SAFETY AT TEMPORARY MOTORSPORT VENUES



2021 GUIDELINES



SUMMARY

SAFETY AT TEMPORARY MOTORSPORT VENUES



5



INTRODUCTION

8

SPECTATORS



12

PLANNING
FOR SAFETY



6



WHAT IS REQUIRED?

10

OFFICIALS / MARSHALS



INSURANCE

14







INTRODUCTION

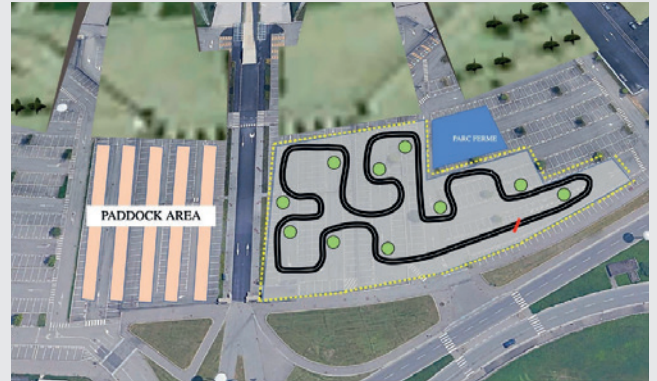
Motorsport in its purest form can be very simple and contested in a standard road car at venues that can be as simple as a car park, industrial area or grass field organised for the activity.

Such activities can be managed by a handful of people, with little in the way of hardware bar some timing equipment and some cones for simple autotests. What always takes precedent though is safety – safety for the competitor, the marshals, spectators and the general public who may be passing the area.

WHAT IS REQUIRED?



All disciplines require an area big enough to accommodate the motor sport activity. Competitors require the space for the discipline to take place and an area for parking their tow-cars and trailer. The organisers require somewhere to carry out documentation checks, competitor registration, driver briefings, as well as an area for storing the equipment needed for the day's sport.



Example of urban circuit layout

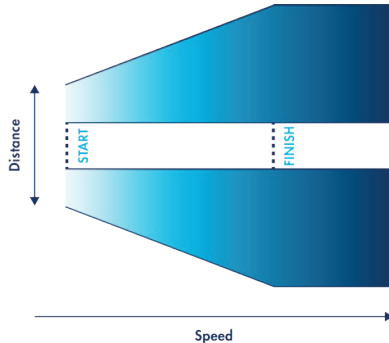


SPECTATORS



It is not expected that these events will attract large spectator numbers outside of the participants or their relatives. However, the location of the spectators still needs to be carefully considered. It is not useful to have a spectator zone all around the track. This would take a lot of managing and would also require more access and exit points for the spectators. It is better to plan for one zone. A zone where the safety margin is the greatest.

Spectators should be positioned at an increasing distance from the activity with increasing speed.



When deciding upon the best area for the spectator viewing, there are a number of things to consider:

- Approach angle of the competing car towards this section. Is the car approaching from an angle or is it a straight-ahead approach where they have to turn just before the spectator area? If it is a straight-ahead approach, is there any risk towards the spectators or competitor if there is a brake failure or loss of control?
- Competitor speed during the sections closest to the spectator zone. The zone wants to be planned to be in an area where the competitors will not be at their highest speeds. Of course, spectators will want to see the cars at speed, so a compromise must be realised where the high-speed sections can still be viewed but not in close proximity to the spectator zone.
- The technical difficulty of the section closest to the spectator zone has to be considered. If it is likely that the driver could lose control of the car in this section, steps need to be taken to reduce the risk of the car leaving the competition area and entering the spectator zone. This can be done by protecting the spectator zone with additional roadway or tecpro-type barriers.
- There should be a 'buffer-zone' created between the barriers marking the edge of the competitive area and the barriers marking out the spectator zone. This buffer provides an additional safety zone should an errant car collide with the edge of the trackside barrier.

OFFICIALS / MARSHALS



When planning for an event, the location of the track-side marshals and start/finish officials has to be carefully considered for their safety and that of the competitors. One of the benefits of being a volunteer marshal is that you get closer to the action, one of the disadvantages of being a volunteer marshal is that you get closer to the action. Marshals have to be aware of what is happening with a competing car at all times it is on the track so they are ready to act at any time should an incident occur.



The location of the marshals' posts have to be considered to enable them to do their job but to do it from a position of safety at all times. Depending on the track size and the time to get from one location to another, it maybe that each marshal post should have a fire extinguisher with them. Certainly, extinguishers need to be in place at the start / finish posts.

When the event is being planned and the track venue being drawn up, this drawing must show the exact location for each marshal on the event. This removes any doubt about where people need to be positioned on the day of competition.



Officials and marshals should receive a briefing from the clerk of the course or another senior official before the competition commences. The topics for the briefing should include:

- Presentation of the team and the roles of individuals
- Schedule for the day
- Marshals instructions
 - » Never turn your back to a running car
 - » Spectator management
 - » Know how to operate your radio and who to contact
- Reminder that if you are unaware of what to do in a situation 'ask', do not assume

PLANNING FOR SAFETY



When the initial idea of running an event is first considered, all plans must take into consideration all elements of safety during the set-up, running of the event and end of the day clear up. It is best to compile all the safety items into one simple document for the officials to use during set up and on the day of competition.



What should the safety plan contain?

- Contact details for all the senior officials on the event – clerk of the course, deputy clerk, safety officer, Doctor (if in attendance), Rescue Unit chief.
- Contact details and address for the closest hospital to the temporary track.
- Time for set-up, the competition and breakdown.
- Detailed plans on the track layout.



Each element of the track layout needs to be assessed for risk and should be detailed in the safety plan. The areas to highlight in each risk assessment are:

- Competitor speed in each element
- Any exposed kerbs, lamp posts, street furniture that may be in the track area. These need to be protected from damage and to protect competitors from any impact.
- Access areas to the track for any medical intervention vehicle have to be identified.
- Ensure that any cones cannot be thrown into the air by any car colliding with them.
- Spectator zone location and layout.

INSURANCE



Civil liability insurance for the organisation of a motor sport event is required. The contract must cover both physical or material damage that may occur at the event. The landowner of the temporary venue will want to be assured that insurance is in place for activities taking place on their land.





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