

Track margin limits and rules for MSV circuit track and test days



You are hopefully aware of the MSA regulation on track limits. You are permitted to drive on the track asphalt up to and including the white line, and on the full extent of any kerbs (marked red/white). However you are not permitted to put a wheel beyond the white lines or kerbs.

All trackdays and test days at MSV circuits are run in accordance with these regulations. If anyone does not comply, the following actions will be taken by the circuit:

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| 1st infringement | Black/white driving standards flag warning |
| 2nd infringement | Black flag, report to control tower, final warning without penalty |
| 3rd infringement | Black flag, 20 minute track time exclusion |
| Further infringements | Black flag, 20 minute track time exclusion |

In the interest of practicality and expediency, decisions by MSV circuit staff will be final and there will be no right of appeal against any penalty or right to review evidence.

Furthermore if track limits regulations are abused, especially in a repeated and/or deliberate manner, then MSV reserves the right to exclude both the car and driver individually and MSV will make no refund or compensation.

Hopefully you will appreciate the sense of the MSA regulations. The Association of Motor Racing Circuit Owners (AMRCO) agreed these for a number of reasons:

- Grass and earth beyond the kerbs was previously permitted to be driven over, and was continually getting rutted and muddy, creating a safety hazard
- Circuits have an obligation to maintain the safety of any surface that can legitimately be used
- Circuits were having to frequently repair damaged track margins with tons of replacement soil
- To avoid the increase in competitor costs that would result if circuits had to spend huge sums replacing earth beyond kerbs with concrete, to withstand continual driving over
- Many competitors do not want to be pressured into driving beyond kerbs and risking damaging their cars on rutted earth and mud in order to try and set a fractionally better time
- Continual use of grass and earth beyond kerbs has been hazardous because earth, mud and stone debris have been dragged back on the asphalt and caused damage to cars.

Policing the rules is obviously very important, but the reality is that it has to happen in a similar way wherever the track limits regulation is defined. In fact, it is a lot less difficult for a marshal or observer to see if an outside wheel has gone beyond the kerb than if an inside wheel is over the white line, as the previous regulation was.

Simply having big kerbs as a deterrent is not possible now. Our circuits are used for a lot of motorcycle activity as well as 4-wheel, and in order to maximise safety, in recent years kerbs have been made very mild, so that if a rider comes off he is less likely to get injured.

We have reviewed kerb layouts and extended them in various areas. We have repaired the damaged track margins and put down a great deal of new turf, and added some grasscrete in some areas too. The circuits also look much better – and we want them to stay that way.

We are very committed to helping trackday customers, the MSA, and competitors, with fair consistent policing of the circuit regulations. MSV circuits are equipped with a CCTV monitoring system that uses pressure sensors to detect when a car goes off beyond exit kerbs and mark video footage from a high resolution camera. Two images are obtained - a zoomed in image to show wheel proximity to the kerb and a wide image to show the context – e.g. if the car was pushed wide by another car. These images are then displayed on a bank of dedicated screens in race control.