Circuits and Venues
Chapter 10 Circuits and Venues

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CHAPTER 10

CIRCUITS AND VENUES

General

The following Appendices apply in this Chapter:

App. 1 Regulations and requirements for Track Licence Applications.
App.2 Specific Regulations for Race and Speed Events.
App.3 Specific Regulations for Marshals' Posts.
App.5 Specific Regulations for Scrutineering areas.
App.6 Specific Regulations for Endurance Night and Bad Weather racing.
App. 7 guidance notes on Dealing with oil and oil spillages.

1. This Chapter by its Appendices governs permanent and temporary Race Circuit Venues and other fixed or temporary Venues used for Race Speed and Rallycross and where stated to Drag Race Venues.
2. For temporary Drag Race strips specific provisions for shut down distances depending on length of course and other safety requirements are provided at App. 1 of this Chapter.
3. This Chapter must be read together with Chapter 11 regarding Emergency and Medical Services.
4. All Venues must hold a Track Licence issued by the ASN and for International Events a Track Licence issued by the FIA but applied for through the ASN.
PART A REGULATIONS FOR TRACK LICENCES

1. **ASN Track Licences** may be issued to the owner or operator of a Course. Where the Licence Holder is not the owner a written agreement must exist between the owner and the prospective Licence Holder setting out the responsibilities of each to ensure that all requirements of the Licence are met. The ASN has the right to call for a copy of all such agreements.

2. **ASN Track Licences** are issued subject to the conditions contained within them.

3. The ASN can refuse to grant or withdraw a **Track Licence** at any time without stating a reason.

4. The holder of an **ASN Track Licence** must at all times cooperate with the ASN in connection with all matters pertaining to the **Track Licence**.

5. The organisation of an Event must not be announced or advertised until a **Track Licence** has been agreed by the ASN. Should an unauthorised Event be held on any licensed Course the Licence may be revoked and the ASN may decline to issue any further **Track Licence**.

6. A current **Track Licence** (or a photocopy) must be displayed in a prominent position at the Track or be available for inspection in the case of a temporary Track.

7. The Licence is only valid for the days on which a the **ASN Event Permit** has been issued and shall have no validity on days when the **ASN Permit** is not in force.

8. **Track Licence** fees are provided in Chapter 1 App.2.

9. The Clerk of the Course shall always have full control of the Course (including Pits and Paddock) and all areas between the Course and Enclosures from the commencement of Practice until all competing Vehicles have left the Course at the conclusion of the Event.

10. All Events will be run in the direction specified on the **Track Licence**.

National Track Licence

11. The ASN can grant a **National** or **Interclub Track Licence** to a Race Circuit or Speed Event Venue including **Rallycross Venues** for an individual Event or a series of Events or if the Track is a permanent one until the end of the current year.

International Track Licence

12. Application for an **International Track Licence** for a Race Circuit or Speed Event Venue must be made to the FIA through the ASN.

13. The FIA can licence a **Track** for a stated period and after consultation with the ASN can refuse to grant or withdraw an **International Track Licence** applicable in the UK at any time and without stating a reason.
Safety Requirements

14. In issuing a Licence the ASN will specify the types of Vehicles which can compete and the maximum number which can start simultaneously in any one Race.

15. The number of Vehicles permitted on the Circuit at any one time for practicing including Qualifying Practice must not exceed the number permitted in a Race by more than 20% without prior written approval.

16. Except in the case of handicap Events where each Vehicle will be allocated a suitable area at the discretion of the ASN Timekeeper the starting grid shall be laid out in accordance with the ASN Track Requirements which can be obtained from the ASN Safety Department.

17. The Start / Finish Line and where applicable the grid positions shall be clearly marked on the road surface.

18. The Track must be in good repair and kept thoroughly swept as necessary during the Event.

19. The Course must not present any unreasonable hazards to either Competitors or spectators. The width of the Track normally shall not be less than 9m for Race Circuits and 3.5m for Sprints and Hill Climbs.

20. When there are no natural features defining corners (eg on airfields) they must be marked out by signs indicating distance to the corner.

21. The siting of all cameras other than in ASN Approved Enclosures is not permitted.

22. Aircraft and or helicopters under the control of the Event Organisers must never be allowed to operate below 500ft except during scheduled take-off and or landing nor at any time fly directly over the venue while motor sport is in progress.

23. Drones under the control of the Organisers or any permitted third party must never be allowed to operate below 100 feet of altitude except during a permitted / scheduled take-off and or landing and in any event must be operated in accordance with the Civil Aviation Authority (CAA) Drone and Model Aircraft Code and be registered with CAA where required.

24. Further special safety precautions must be complied with before a Licence will be issued for a Circuit to be used for Truck Racing.

Communications

25. There must be an efficient means of communication (either visually by telephone or radio) between the Clerk of the Course, Observers, First- Aiders and other staff unless otherwise specified in the Track Licence. There must be a radio link (not CB) to all emergency vehicle(s).

Timing Facilities

26. At permanent Race Circuits an adequate sheltered area (the Timing Box) must accommodate at least one ASN Licenced Timekeeper for every four cars permitted on the Track for Practice plus a further three assistants.

27. The Timing Box must provide an adequate view of the Track and the start / finish Signals and the start / finish line.

28. In the case of new Circuits the position and design of the Timing Box must comply with the specification laid down by the ASN.

29. At all other Venues including temporary ones Timekeepers must be provided with adequate covered accommodation for themselves and their equipment.

Moving Image Facilities

2025 National Competition Rules Chapter 10 Appendix 1 Track Licences and Applications Regulations
30. To be granted a Track Licence all fixed Venues must have digital recording facilities to cover all areas of the Track. The current specification of this equipment can be obtained from the ASN Safety Department.

31. Following any incident involving injury serious damage judicial proceedings and when otherwise appropriate the Owner and / or Operator of a Venue having moving image facilities shall:
   a. Retain any moving image recording relating to the incident for at least 61 days after the incident.
   b. Upon a written request by the ASN provide the original of the recording requested.
   c. Keep the copy of the recording requested by the ASN until notified in writing by the ASN that the keeping of the copy is no longer required.

Bridges

32. All bridges over the Track must be of substantial construction approved by a qualified construction engineer and both the bridge and its approaches must be shielded to eliminate all view of the Track from these areas.

33. No people or vehicles are permitted to stop on a bridge while any Practice or racing is in progress.

34. The floor and sides of each bridge must be constructed so that no object can fall from the bridge onto the Track.

35. Bridges must have sufficient clearance above the Track to allow passage of emergency service vehicles and where applicable Race Trucks.

Temporary Drag Race Strips – Shut Down Distances

36. The following are the minimum distances per course length:
   a. 1 mile 1200 metres
   b. 0.5 miles 700 metres
   c. 0.25 miles 400 metres
   d. 0.125 miles 250 metres
PART B TRACK LICENCE APPLICATIONS

ALL APPLICANTS MUST CHECK CURRENT REQUIREMENTS WITH THE ASN SAFETY DEPARTMENT BEFORE MAKING ANY APPLICATION

1. All Applications must be made on the Application form(s) provided by the ASN on written Application to the Safety Department.

2. The minimum information required by the ASN for issuing a Track Licence is:
   a. Racing Circuits and Rallycross Courses. Outline plans and ASN Inspector’s report.
   b. Other Speed Event Courses. 1/2500 scale plan and ASN Inspector’s report.

3. The following information is also required:
   a. Length of course and position of start and finish and method of marking.
   b. Position of paddock and pits (if any).
   c. Siting of spectator and Official Enclosures and distance from course.
   d. Type of fencing around Enclosures.
   e. Type and siting of protective barriers between course and Enclosures.
   f. Siting of ambulance(s) rescue vehicles first aid headquarters and medical staff and minimum number of staff and ambulances.
   g. Siting of Flag Marshals and Observers and minimum number of these Officials.
   h. Siting of fire equipment and breakdown vehicles and minimum provision.
   i. Siting of Clerk of the Course’s Headquarters, Timekeeping Box and Scrutineering area.
   j. Locations and type of communications system around course available to Officials.
   k. Location of nearest outside telephone and number.
   l. Address and telephone of nearest hospital available to receive casualties.
   m. Number of starters and types of Vehicle.
   n. Any special features of course including type of road surface and width.
   o. The braking area (in the case of speed events).
   p. An outline of the estate or grounds on which the Track or course is situated, marked with the position of any footpaths or bridleways which may pass on or near the estate.
   q. The location and operation of any trackside flashing yellow warning lights.
   r. The presence of any structure or obstruction including advertising material adjacent to the Track and which could be the first object to be struck by a Vehicle leaving the course shall be subject to the prior approval of the ASN.
   s. Specification details of the Venue Moving Image Recording facilities.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 2

Specific Regulations for Race and Speed and Temporary Drag Strip Events

Race and Speed Events
1. Only competing Vehicles are allowed on the Track / Course during an Event except as instructed by the Clerk of the Course to deal with a serious emergency when Flag Marshals must warn competing Drivers. The Clerk must be satisfied that the Driver of any Vehicle allowed on the Track / Course knows the Track / Course Regulations in operation.
2. The recommended positioning of Emergency Vehicles will be indicated on the Track Licence should one be issued. For Events running without a Track Licence the recommended positioning of any Emergency Vehicles should be indicated in the Event Regulations.
3. In the interests of safety, animals other than guide or registered assistance dogs must not be admitted to Race, Speed or Kart Venues.
4. The holder of the Track Licence is responsible for maintaining a register of best performances achieved on the Track and a permanent medical record book detailing all incidents involving injury.
5. Circuit and Venue owners must inform the Local Environmental Health Officer of any serious incidents (see RIDDOR 95 or contact the ASN Technical Department).

Enclosures
6. All Enclosures at Race Circuits must be protected by a substantial barrier capable of preventing a car entering that Enclosure and preventing access from any Enclosure to the Track by any unauthorized person.
7. Enclosures at Speed Events (if permitted at all) not protected by a permanent barrier must be a minimum 60m from the edge of the Course unless otherwise authorised by the ASN. Adequate measures must be taken to prevent access from any Enclosure to the Track / Course. The ASN may impose conditions on any Event Permit granted.
8. Spectators shall be allowed at corners only when there is ASN approved protection between them and the Track / Course and preventing any access to the Track / Course by any unauthorised person.
9. In special circumstances the protection at Art. 8 above may be given by multiple rows of securely banded tyres straw bales and / or other material approved by the ASN.
10. Any place where spectators may congregate (eg grandstands the start and finish line opposite the pits etc) shall be protected by a substantial barrier capable of preventing a car entering that place / Enclosure and preventing access from such place / Enclosure to the Track / Course by any unauthorised person.
11. Ideally there should be a clear space of at least 6m between any barrier and the spectators.
12. Where practicable there should be a verge of at least 3m between the edge of the Track / Course and any safety barrier.
13. No vehicle parked in a spectator Enclosure should be less than 10m from the front of the Enclosure.
14. If an unauthorised person or persons penetrate beyond the authorised Enclosure the Event programme must be suspended until they have been removed.
Race Events

15 At Race Circuits all posts for Officials outside of the pits and normal Enclosures shall be adequately protected and provide dry hard standing.

16 Each post should have an Observer’s ‘hut’ from which to observe write reports and telephone Race Control.

17 There should also be a weatherproof area in which Marshals can place their bags etc and which could be used for storing post equipment brooms suitable absorbent material or neutraliser etc.

18 The following equipment is recommended (as appropriate) at Race Events (minimum flag and panel size as provided in Chapter 12).

19 At each Marshal’s post:
   a. Two brooms
   b. Two shovels
   c. One container minimum 3 litres of suitable oil absorbent material
   d. At least 3 fire extinguishers each containing not less than 6kg of extinguishing product suitable for extinguishing Vehicle fires
   e. One hazard board
   f. One Safety Car Board (SC in black 40cm high on white background)
   g. The following flags or a light board able to display the equivalent Signals:
      i. One green flag
      ii. One white flag
      iii. One blue flag
      iv. Two yellow flags
      v. One yellow and red flag
      vi. One red flag
      vii. One purple flag (if required).

20 At the Start / Finish post, as above plus the following flags or a light board able to display the equivalent Signals:
   a. National flag
   b. Black & white diagonally split flag (or panel)
   c. Black flag or panel with orange disc
   d. Black flag or panel
   e. Black / white chequered flag
   f. The following boards:
      i. 1 2 3 5 and 10 minutes
      ii. 5 and 30 seconds
      iii. Start delayed
      iv. Wet Race/Qualifying session
      v. 5 second penalty o 10 second penalty o 1 minute penalty
      vi. Stop engines
      vii. Rear lights on
viii. Number board to show Competitor’s number (white on black up to three figures)

ix. Stop / Go Penalty

x. Drive Through Penalty

**Speed Events**

21 There should be sufficient Marshals at each main post. The minimum equipment required is:

a. One stiff broom

b. One shovel

c. One container minimum 3 litres of suitable oil absorbent material

d. At least two extinguishers each containing not less than 6 kg of extinguishing product suitable for extinguishing Vehicle fires.

**Temporary Drag Strips**

22 For temporary Drag strips if there are no protective barriers available Drawing 1 applies and the spectator Enclosures at the Start Line are to be sited 60m from the edge of the Course fanning out to at least 180m from the edge of the Course at the finish line. Spectator viewing is restricted to within 30 metres from the start line.

**DRAWING 1**

![Drawing 1](image-url)
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 3

Specific Regulations for Marshals Posts

Marshals’ Posts

1. Officials’ Posts equipped in accordance with App.2 of this Chapter must be established and maintained in accordance with the ASN Track Licence sufficient to ensure that the whole of the course is kept under observation at all times.

2. Each Post must be able to communicate by sight with the preceding and following one. If it is appropriate then relay posts will be specified to fulfill this condition. The distance between consecutive posts (disregarding relay posts) should not exceed 500m.

3. There should be sufficient Marshals at each post to carry out signaling intervention and surveillance duties during Practice, Qualifying and Racing.

4. Flashing yellow warning lights may be installed to supplement or replace the yellow Signals.

5. Red lights to supplement or replace red Signals may also be installed. The location of these lights around the course will be subject to prior approval by the ASN.

6. Light Boards approved by the ASN and covering the range of flag and other Signals to Competitors may supplement Marshals’ Posts and where applicable shall be identified on the Track Licence.

7. In its discretion the ASN may for specified Competitions sanction the use of Light Boards in substitution for any Marshals Post.

8. Where there is closed-circuit TV surveillance of the course the lights and or Light Boards at Arts.4 – 7 above may be operated from Race Control.

9. Where there is no closed-circuit TV surveillance the yellow lights at Art.4 above shall be operated from the Observers’ posts.

10. Red lights at Art.5 above must not be operated except following the order by Race Control to display the Red Signal.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 4

Medical Facilities – Fire Precautions and Equipment – Emergency Rescue Vehicles at Race Circuits

This Appendix must be read together with Chapter 11.

1. Medical Facilities at Race Circuits

(See Chapter 11)

2. Each permanent Circuit shall have a Circuit Medical Committee consisting of:
   a. A representative of the Circuit management.
   b. A fully registered medical practitioner appointed by the Circuit.
   c. A representative from the local First-Aid Organisation.

3. The Committee is responsible for organising a Medical Headquarters and supervising the supply and safekeeping of the medical equipment specified in these Regulations.

4. The Committee must have a formal procedure to be followed in case of a major accident and to be part of the ASN Serious Incident Response Protocol.

5. The names of Committee members together with the name of the person responsible for the medical arrangements at the Circuit shall be notified to the ASN which has the overriding authority to approve Medical Centres and adjudicate on their compliance with the requirements of motor sport.

The Medical Centre

6. The Medical Centre should have easy and level access for ambulance and stretchers must offer security from press and public and be located in accordance with CAA requirements to allow helicopters to be used when necessary.

7. The Centre should consist of a minimum of three rooms of sufficient size and with adequate heating and lighting:
   a. A resuscitation room capable of taking at least two patients at the same time.
   b. An observation ward capable of containing two recumbent patients with total security in the event of death.
   c. A treatment area for small dressings and other minor procedures.

8. There should also be an administration area and shower washing and toilet facilities contained within the Medical Centre.

Fire Precautions and Equipment

9. All fire extinguishers used at Race and Speed Events must have a valid manufacturer’s (or agent’s) Certificate confirming they are in working order issued immediately prior to the start of each season’s racing.

10. This Certificate must be available for inspection by the Stewards of the Event.

11. At Race Events manned Fire Posts (equipped as required by App.2 Arts.18 and 20) must be located and clearly marked at intervals round the Circuit. Other acceptable extinguishers may be deployed at unmanned posts or by mobile units.
12. Additional extinguishers should be located:
   a. At marked points in the paddock
   b. In the pit areas
   c. At the Scrutineering Bay
   d. In every medical room or Centre

13. In Events involving the refuelling of Vehicles where more than five gallons should this now be Litres of fuel is held in any one pit there must be two fire tenders and crew in attendance appropriately equipped and with immediate access to the pit area.

14. A Large Spill Kit is to be provided in all Paddock areas.

Emergency Rescue Vehicles and Equipment

15. Licensed Rescue Vehicles must comply with the Specifications detailed in Chapter 11. The positioning of emergency vehicles must be indicated on the Track / Venue Licence and except only in emergency or Force Majeure circumstances may only be varied with the prior permission of the ASN Safety Department or the ASN Steward of the Event.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 5

Specific Regulations for Scrutineering Areas

Scrutineering Area

1. The minimum facilities for Scrutineers are as follows:

   Race Events

2. Covered accommodation adequate for the inspection of two Vehicles simultaneously and the handling of their relevant documentation.

3. Satisfactory facilities for inspecting the underside of a Vehicle.

4. Whenever Vehicles with weight limitations are competing fixed location weighing equipment must have not less than annual Weights and Measures certification (January - December) and such Certification must be present at the Event and prominently displayed at the weighbridge.

5. When weighing is carried out with portable electronic 'pad' scales a current Weights and Measures Certificate is not essential but if a Certificate is not available at the Event then the scales must be checked prior to use or upon request by the Stewards of an Event by means of certified weights compatible with the range of Vehicles to be weighed. If there is any deviation from standard as-checked then all Regulatory weighing must cease and the equipment must be rectified and certified before next use. Such deviation must be reported on the Steward's Report to the ASN immediately following the relevant Event.

All Events

6. A clear flat area, large enough for a Vehicle to stand on.

7. An area for Noise tests that ensures conformity with the requirements of the ASN.

8. A suitable area for Parc Fermé / Pits / Paddock. Note: Organisers have the right to designate any suitable area as Parc Ferme including if applicable any Competitor’s awning or garage.

9. Any pit lane must be separated from the Track / Course by a substantial barrier which must provide ample entrance and exit for single Vehicles.

10. The area between the barrier and the pits must be at least 6.5m (and preferably 8m) in width.

11. The working area in front of the pits (which must be at least 2.5m wide) must be marked by a white line at least 10cm wide extending the length of the pits.

12. The front of the pits must be of substantial construction and each pit must be at least 4m long.

13. There shall be an adequate number of pits for the Vehicles in a Race.

14. The pits and pit lane at any new Circuit must comply with current FIA and or ASN requirements.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 6

Regulations for Endurance and Night and Bad Weather Racing

1. Organisers are free not to record individual lap times in practice or during a Race.

2. If times are not recorded for Practice starting grid positions may be based on engine capacity (with larger capacity Vehicles at the front) or by the methods described in Chapter 12.

3. There must be provision for crossing the track by bridge or tunnel to access pits and paddock as follows:
   a. For vehicles and pedestrians if any Race is to run continually for more than six hours
   b. For pedestrians if any Race is to be run continually for more than an hour.

4. Accommodation for Timekeepers must be adequately heated and ventilated and provide full visibility through windows. There must be adjacent lavatory facilities if any Race is to run continually for more than half an hour.

5. All Senior Officials must have named ASN Licensed Deputies who are able to take appropriate action in the absence of the Official concerned.

6. There must be proper liaison with local residents and authorities before any Race extends over church hours or into darkness.

7. No snatch operations may take place during the hours of darkness unless the Race is under the control of a Safety Car.

Marshals

8. Marshals must be relieved after six hours of continuous racing, following which they should operate in shifts of maximum six hours, with one shift on and one off.

9. Off-duty Marshals should be provided with at least one hot meal, kept dry, comfortable and, if appropriate, provided with warm rest accommodation with individual sleeping facilities for at least six hours out of their off-duty period.

10. Transport must be provided for Marshals if they are required to walk more than 500m to reach rest and refreshment facilities.

Lighting at Night

11. Where Racing takes place at night an area of Track including the Start and Finish Line appropriate to the speed of competing Vehicles at that point must be lit sufficiently to enable the positive identification of each competing Vehicle.

12. For safety there must be a build up to and run down from the area of maximum intensity of lighting which should be at a level at least equal to that of the headlamps of competing Vehicles.

13. All lighting installations and other equipment must:
   a. not distract the competitor in any way, in particular by reason of shadow or dazzle and
   b. be set out in accordance with proposals agreed in writing by the ASN and which were submitted to the ASN at least 30 days prior to the date of the Event and
be available in full working order for inspection by the ASN prior to the Event allowing adequate time for adjustments to be made if necessary.

General provisions
14. The pit area shall be lit sufficiently to enable control and replenishment to proceed.
15. The paddock area, spectator walkways, car parks, offices etc., shall all to be lit to ensure safety.
16. The Track itself shall be identified by reflectors placed at both Track edges at intervals of 5m from the 60m point before all corners until 60m past the end of the corner.
17. Corner warning boards shall carry reflecting markings.
18. All Ambulances, break-down vehicles and Official cars shall be identified with a reflective strip at the rear and a blue or yellow flashing beacon.
19. All Flag Marshals shall have two yellow Signal lights (one as standby) incorporating a control giving steady or interrupted lighting.
20. The Clerk of the Course shall have a red Signal light available.
21. Each Observer shall have two hand lamps, unless at a point with permanent lighting.
22. Scrutineers and Timekeepers shall have sufficient lighting to carry out their duties.
23. Competing Vehicles shall have front and rear lighting, brake lights, and direction indicator lights in working order.
24. Reflective identification numbers must be displayed in three places: on the forward and each side of the Vehicles. The side numbers must be adequately illuminated and displayed on a flat vertical surface. Practice / Qualifying Practice
25. Should the Event include a period at night each Driver must be required to Practice both in respect of the daylight period and the night-time period of Practice. In addition to daylight Practice at least one half-hour of Practice must be at night.
26. ‘Night’ is deemed to have occurred 30 minutes after sunset.

Bad Weather Racing
27. Rain: No specific requirement is specified regarding Track drainage, but when a Track is resurfaced whether wholly or partially sufficient camber should be incorporated to provide for water to run off.
28. Any significant accumulation of or standing water on the Track surface will make the cancellation of racing probable.
29. Fog: When visibility is obscured between any two adjacent Flag Marshal Posts, Racing or Practice must be stopped and abandoned if there is no reasonable prospect of conditions improving within two hours.
30. Snow and Ice: The following areas must be free of all snow and ice before racing can commence:
   a. The Track including verges either up to the safety bank or for a width of 3m whichever is the lesser.
   b. The Paddock, the Pits and communication roads.
31. Where Course verges are cleared any snow must not be piled into banks.
32. When a Track is snow or icebound an inspection must be made 24 hours before the start of official Practice to decide whether the Event will be cancelled or postponed.
33. If an adverse decision is taken the ASN and the ASN Steward and the Competitors and the media must
be notified.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 7

Guidance Notes on Dealing with Oil

1. Oil deposits on a track are generally caused in three ways:
   a. From the fine spray caused by leakage on the pressure side of an oil system or from a badly fitting oil tank cap.
   b. An accumulation of droppings from free flow oil systems used on motorcycle-type engines or from overflows.
   c. As a mass of oil caused by the sudden emptying of a sump or tank. This is usually restricted to a relatively small area.

2. Where there is only a film of oil on the track surface then a fine dusting of a suitable absorbent material or neutraliser should be applied to the affected area.

3. Where there is oil on the track this should be soaked up using a suitable absorbent material or neutraliser.

4. This can be spread upwind of the oil film using a small shovelful.

5. The absorbent material should be scattered along the line of the oil then brushed across the line. Discolouration of the material will occur within a minute or two so that Officials can note the action taking place.

6. On no account should large amounts of material be used as this can clog the track surface when it hardens and in addition can itself cause a minor dust storm.

7. Where there is a mass of oil on the track, this should be soaked up using sawdust or other suitable absorbent material.

8. This material must be carefully swept up and a quantity of fresh suitable absorbent material or neutraliser then brushed into the area to kill the film left after removal of the material.

9. The suitable absorbent material or neutraliser used must be dry and reasonably new.

10. Oil spillage in Pits / Paddock / Scrutineering / Parc Ferme areas should be managed by the deployment of spill kits.