

Modified Article	Date of Application	Date of Publication

1. INTRODUCTION

These Off Road Kart Standing Regulations are to be read in conjunction with the Off Road Standing Regulations outlined in the Motorsport Australia Manual. Unless varied by these regulations, the Off Road Standing Regulations shall apply to Off Road Kart events. Event Supplementary Regulations may include additional requirement to these regulations.

2. DESCRIPTION

- (a) Off Road Kart events shall be classified as a short course off road event and will be conducted on purpose-built tracks. The surface shall mainly consists of dirt, sand, clay and grass.
- (b) Each venue shall be subject to the issue of a Motorsport Australia Category C Tack Licence, endorsed for Off Road Kart activity.
- (c) Each event shall be a competition between at least two automobiles running simultaneously on the same course. The first automobile to cross the finishing line at the end of the prescribed distance shall be deemed the winner regardless of elapsed times

3. COMPETITOR ELIGIBILITY

- (a) Only the driver shall be permitted in each automobile during the competition or practice. Each driver must hold a minimum of a Motorsport Australia National Off Road Junior Licence as outlined in the "General Regulations of Motorsport Australia" in the Motorsport Australia Manual.

4. VEHICLE ELIGIBILITY

4.1 Eligibility

- (a) Each Off Road Kart shall be subject to a current Motorsport Australia Log Book and comply with the Motorsport Australia Recognition Document for each relevant Kart type. Each vehicle shall also comply with the General and Specific Requirements for Off Road Vehicles outlined in the Motorsport Australia Manual.

4.2 Class Structure

Automobiles shall be classified in the following classes:

- (a) CLASS A - 200cc Automatic Transmission eligible automobiles:
 - (i) AOK 200A
 - (ii) Junior Kart 200A
- (b) CLASS B - 200cc 5 Speed gearbox eligible automobiles:
 - (i) AOK 200B
 - (ii) Junior Kart 200B
- (c) CLASS C - 250cc eligible automobiles:
 - (i) AOK 250
 - (ii) RS250 Trophy Kart
- (d) CLASS D - 390cc eligible automobiles:
 - (i) AOK 390

450cc eligible automobiles:

 - (ii) AOK 450
 - (iii) RS450 Trophy Kart

5. BEFORE THE EVENT

5.1 Practice

- (a) Practice is compulsory. Details of times for practice shall be outlined in the Event Supplementary Regulations.

5.2 Briefing

- (a) Two competitor briefings shall take place on any one event day, one before practice and one prior to commencement of competition. Additional briefings may be required at the discretion of the Clerk of the Course. Attendance at each briefing by each driver and their nominated spotter, and their parent/guardian (if under 18) is compulsory. Failure to attend the compulsory drivers briefing may incur a penalty outlined in the Event Supplementary Regulations.

6. COURSE MARKING

- (a) Course marking shall be in accordance with Off Road Standing Regulations with consideration to the speed and capabilities of each competition automobile and capabilities of each driver.

7. TRACK DESIGN AND DIMENSIONS

7.1 Track Approval

- (a) All tracks shall be subject to the issue of a Motorsport Australia Category C Track Licence, endorsed for Off Road Kart activity.

7.2 Track Dimensions

- (a) The maximum length of any track shall be 2000 metres.
- (b) The maximum length of any straight section of the track shall be 350 metres.
- (c) The minimum width of any part of the track, save for the start line area and jump locations outlined in article 7.3 (iii) of these regulations shall be seven metres.

7.3 Course Jumps

- (a) Each track shall be constructed so that it contains at least two jumps.
- (b) The maximum height of each jump shall be 1.5 metres, measured from the highest part of the track at the nominated jump to the lowest part of the track not more than 25 metres in front of the highest part of the jump.
- (c) The maximum width of each jump shall be 6 metres.

7.4 Flags

- (a) Flag signals may be used to warn competing crews of danger, or of other situations requiring caution.

7.5 Signals

- (a) When used, flag signals shall have the same meanings as those specified in Appendix H to the NCR (refer "General Requirements for Cars and Drivers" in the Motorsport Australia Manual), and this use is to be indicated where applicable both in event regulations and at drivers' briefings. Light signals may be used in addition to or in the place of flag signals, providing they are the same colour. The event organiser, with approval from the Clerk of the Course, may make provision for the use of the following flags or equivalent light signals.

7.6 Signalling Locations

- (a) Each track must incorporate sufficient signalling locations in suitable positions to adequately cover the course with the maximum distance between each flag point not exceeding 400 metres.
- (b) Each location shall be positioned so that the driver can clearly see any signals given under all racing conditions.
- (c) Protection of all spectator locations/enclosure, and trackside officials shall be provided by level 1 first line of protection (see Category C Venue Operators and Inspectors Guide pg 32 – 36).

8. START

8.1 Number of starters

- (a) The maximum number of starters in each event shall be 22.

8.2 Starting Order

- (a) The method for determining the Starting order for heats and finals shall be as specified in the Event Supplementary Regulations.

8.3 Starting procedure

- (a) Each automobile must be in the staging area twenty (20) minutes prior to the beginning of the race. Drivers will form up in two lines side by side for a rolling start. Rolling Starts are recommended to minimise congestion on the start line and to avoid accidents that could be caused by the stalling of vehicles. The driver in grid position number 1 shall remain behind the pace vehicle allowing the other drivers to form up behind in their grid positions. When the starter is satisfied with the grid formation he/she shall indicate to the pace vehicle to leave the track and wave the green flag to indicate the race start to all drivers.

8.4 Grid Positions

- (a) Grid Positions will be picked at random for the first heat of competition for each Class Heat. Grid Positions in the following heats will be rotated to enable competitors the advantage of starting up front.

9. FINISH

9.1 Race Finish

- (a) The competition is deemed to have finished once the chequered flag has been shown to each competing automobile or when the time limit specified by the organisers has expired, whichever occurs first. The winner shall be defined as the first automobile to cross the finish line after completing the scheduled number of laps or when the chequered flag is first shown. The finishing order shall be determined by the order in which automobiles cross the finish line and by the number of laps completed. Once each driver has been shown the chequered flag it is the end of the competition and no driver may continue.

9.2 Finisher

- (a) To be classified as a finisher, an automobile must cross the finishing line at the end of the event under its own power, with the driver seated in the driver's seat with seat belt and helmet properly secured, within the time limit specified by the organisers.
- (b) An automobile will only be classified as a finisher when all wheels remaining on the automobile are within the course as it crosses the finishing line. Each automobile pushed (other than as the result of an accidental collision) or towed shall be disqualified from the results of that race.

10. COMPETITION

10.1 Stoppage

- (a) The Clerk of the Course may, at their absolute discretion, stop the competition at any time for reasons of safety.
- (b) Each competition which has been stopped with less than two laps remaining to be completed, may at the discretion of the Clerk of the Course, be deemed to be completed at the time it was stopped. In such cases results shall be determined by the order in which the automobiles crossed the finish line on the lap prior to the last lap completed by the leader.
- (c) Any race may be restarted after a stoppage so that it runs its scheduled distance unless it is not able to be completed for reasons of force majeure or there is insufficient time within the event program. If stopped prior to the full distance, a result may be declared if more than ½ of the scheduled laps are completed.

10.2 Re-start

- (a) In the event of a re-start, the automobiles at such a re-start shall be in single file in the respective positions they held at the time of stopping of the competition, except for each automobile deemed by the Clerk of the Course to have caused the stoppage, which will start at the rear of the grid.

11. BREAKDOWN

- (a) The driver of each automobile that is immobilised (due to either mechanical failure or collision) shall remain strapped into the automobile until directed to leave the automobile by a course official. If a dangerous situation exists within the automobile, such as a fire, the driver may exit the automobile, but should ensure they are aware of the proximity of other competing automobiles.

12. COMMUNICATION AND TELEMETRY

- (a) Radio communication and telemetry aids with the exception of official timing equipment are permitted to be used by drivers during competition and/or practice.

12.2 Driving Conduct

- (a) Corners, as well as the approach and exit zone thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances prevailing, may be done either on the right or on the left.
- (b) Manoeuvres liable to hinder other drivers such as premature direction changes, deliberate crowding of an automobile towards the inside or outside of the curve or other abnormal and multiple changes of direction are strictly prohibited and may be penalised, according to the seriousness of the action.
- (c) Each obstructive manoeuvre carried out by one or several drivers, with or without common interests is prohibited. The persistent driving abreast of several automobiles, as well as in a fan-shaped configuration is allowable only if there is not another car trying to overtake.
- (d) Each competing automobile having left the course with all four wheels shall re-join the course as near as possible to the point of exit. Automobiles must not re-join the course until it is safe to do so

12.3 Penalties

- (a) Penalties for Off Road Kart events shall be imposed by the Clerk of the Course, or their nominee, and applied as per the Off Road Standing Regulations outlined in the Motorsport Australia Manual and Part XI of the Motorsport Australia National Competition Rules.

12.4 Safety

- (a) Any participant involved in an incident during the event must report to the medical centre immediately.

12.5 Team Spotters

- (a) All teams are required to have one spotter per race vehicle entered. There shall be a designated area reserved for team spotters outlined in the Event Supplementary Regulations which the team spotter must be in any time their spotting automobile is on the competition surface.
 - (i) Each spotter must sign in with the nominated Motorsport Australia official in the designated spotter area before the start of the race and must remain in the area as long as his/her vehicle is on the track.
 - (ii) (Each spotter must have a working "listen only" radio and headset with the ability to hear the competition director, as well as a two way radio to communicate directly with the driver in the race vehicle.
 - (iii) Drivers may be penalised for inappropriate spotter behaviour.
 - (iv) Each spotter must have vehicle numbers marked clearly on them so as to be easily visible to Motorsport Australia officials.

13. VENUE SAFETY

- (a) Competition venues for off road karts will be restricted to those complying with the definition of a circuit, as listed in the Motorsport Australia publication Track Operators Safety Guide". A circuit is deemed to be a closed course, permanent or temporary, beginning and ending at the same point, built and or adapted specifically for motor car racing.
- (b) Generally, the venue must comply with the requirements and principles of the Category C Venue Operators And Inspectors Guide, particularly in regard to protection of the public, officials (both trackside and non-trackside), support crews and drivers.
- (c) Each venue will be required to be inspected by a Motorsport Australia recognised track inspector and be in a condition which is considered to be appropriate for the activity and which presents an acceptable risk for a Motorsport Australia Category C Track Licence, appropriately endorsed for off-road kart activity, to be issued.

- (d) Protection of all spectator locations/enclosure, and trackside officials shall be provided by level 1 first line of protection (see Category C Venue Operators and Inspectors Guide pg 32 - 36).
- (e) The paddock area must be separated from the track by a system of level 1 first-line protection barriers

13.2 Fire and Rescue

- (a) At the start/finish line and at each flag point a dry powder fire extinguisher of at least 9 kg capacity must be provided. In addition, a streaming foam extinguisher of at least 9 kg capacity must be provided at the start/finish line.
- (b) A mobile fire tender, incorporating a vehicle able to navigate the course without external assistance and which must carry appropriate resources to extinguish fires in the case of an emergency with off-road kart vehicles. This vehicle must be manned and provided at a location approved by the Track Inspector

13.3 Medical Requirements

- (a) The minimum requirements for Emergency Medical Response are:
 - (i) Personnel: At least two medical professionals having current specialised skills in Advanced Life Support shall be appointed and on duty during any track activity. An example of appropriate training would be authorisation by the relevant statutory authority to: act as an ambulance paramedic and to initiate Advanced Life Support treatments and, operate equipment commensurate with their competencies for initial assessment and the treatment of patients and their care during transport.
 - (ii) Vehicles: At least one Patient Transport Vehicle shall be provided. The PTV must be suitable to be driven over the length of the track and must be driven by a suitably skilled and experienced driver. The vehicle must have adequate space for at least one stretcher and an attendant adjacent to the stretcher; a crew (as outlined above) and the appropriate equipment for initial assessment and treatment of patients and their care during transport consistent with their competencies.
 - (iii) In addition, Medical Intervention Vehicles (MIVs) may be provided. An MIV is a vehicle used to convey medical personnel and equipment to the scene of any incident where a medical response may be required. The MIV driver and medical personnel shall remain in the vehicle at all times during practice, qualifying and racing. Where more than one MIV is necessary to ensure adequate response times to any scene on the circuit they should be positioned in consultation with the Clerk of the Course. Each MIV must have radio communication with Clerk of Course and all other medical personnel.
- (b) The responsibility for the organisation and operation of the event's medical services shall lie with the Clerk of the Course who shall discharge this responsibility in consultation with the paramedics on site.
- (c) The driver of any vehicle which is involved in an incident resulting in: car-to-car contact, car-to-barrier contact any form of rollover which renders the vehicle unable to continue in the session or race, will be considered to have retired from the remainder of the day's activities.
- (d) Any driver meeting the criteria in (c) above may be permitted to continue to participate in the event following the incident with the approval of the Clerk of the Course who shall consider such permission only following the receipt of a written report from a registered medical practitioner.
- (e) The Clerk of the Course shall report any decision(s) to the Stewards.
- (f) A medical professional complying with this article must be stationed in a Medical Intervention Vehicle (MIV) located at or near the pit lane entry to the circuit. The medical professional must be in communication with Race Control at all times.
- (g) The MIV shall only move onto the circuit on instruction from Race Control.
- (h) The Medical Response Plan shall specifically note the contact with, an acknowledgement of such correspondence, with the nearest emergency medical centre advising of the conduct of the event.

13.4 Vehicle Recovery

- (a) Suitable vehicle recovery crews and equipment must be on site ready to be deployed in the case of an emergency. Such equipment will include:
 - (i) Tools for winning an overturned car, i.e. ropes hooks etc
 - (ii) Fire resistant blankets for smothering fire
 - (iii) Pliers or hydraulic tools for bending sheetmetal and other specialised tools for releasing persons trapped by damage bodywork

- (iv) Large shears (suitable for cutting cyclone wire fencing)

14. AUTOMOBILE MARKING AND IDENTIFICATION

- (a) All automobile numbering shall comply with schedule K of the Motorsport Australia Manual.

14.2 Competition Numbers

- (a) Competition numbers shall be designated by class and allocated by the event organiser.
- (b) Competition number colours shall be used to determine between classes. These shall be outlined in the event Supplementary Regulations.

15. POINTS

- (a) Point allocations for finishing positions in heats shall be as per the below table:

Finishing Position	Points	Finishing Position	Points
1	22	13	10
2	21	14	9
3	20	15	8
4	19	16	7
5	18	17	6
6	17	18	5
7	16	19	4
8	15	20	3
9	14	21	2
10	13	22	1
11	12		
12	11		

- (b) Point allocations for finishing position in Finals:

Finishing Position	Points	Finishing Position	Points
1	50	13	26
2	48	14	24
3	46	15	22
4	44	16	20
5	42	17	18
6	40	18	16
7	38	19	14
8	36	20	12
9	34	21	10
10	32	22	8
11	30		
12	28		

16. DRIVER APPAREL

- (a) Each driver must wear a Frontal Head Restraint which is compliant with the Apparel Standards stated in Schedule D of the Motorsport Australia Manual.

MODIFICATION APPLICABLE ON 01/01/2021	