

OFF ROAD APPENDIX

OFF ROAD KART STANDING REGULATIONS

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A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.
Any **HEADING** is for reference only and has no regulatory effect.

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 writing 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

Each *Driver* must wear a Frontal Head Restraint which is compliant with the Apparel Standards stated in *Schedule D* of the *Motorsport Australia Manual*.