

Modified Article	Date of Application	Date of Publication
Art. 5.6 Radios	01/01/2025	01/02/2025

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. DESCRIPTION

An *Off Road Event* is a timed *Competition* (not a *Speed Event*), conducted primarily on sand and/or defined tracks in desert or bush area. The nature of an *Off Road Competition* is such that the emphasis is on *Automobile* and *Driver* ability rather than outright speed.

An *Off Road Event* is conducted under the FIA International Sporting Code including Appendices, the National Competition Rules of *Motorsport Australia*, these Off Road Standing Regulations and the *Supplementary Regulations* for the *Event*.

If an *Event* includes a round of the *AORC*, the Motorsport Australia Off Road Championship Sporting Regulations will take precedence over these Off Road Standing Regulations.

2. ENTRIES

The *Organiser* of an *AORC Event* must give priority *Entry* to each registered *AORC Competitor* followed by each other *Entry* as specified in the *Supplementary Regulations*.

3. CREW

For a *Short Course Event* there may be 1 or 2 *Crew*, as specified in the *Supplementary Regulations*.

For a *Long Course Event*, except where the *Automobile* is fitted with only 1 seat, there will be 2 *Crew*.

Supplementary Regulations may permit more than 2 *Crew* being entered per *Automobile*.

Each member of a *Crew* must wear apparel in accordance with Technical Appendix – Schedule D in the *Manual*.

4. COMPETITION LICENCE

Each *Competitor*, *Driver*, *Co-Driver* and *Navigator* must hold a *Competition Licence* in accordance with the General Appendix – Competition Licences of the *Manual*.

5. AUTOMOBILES

5.1 ELIGIBILITY

Each *Automobile* must comply with the requirements of the Off Road Appendix of the *Manual*.

5.2 AUTOMOBILE CLASSES

Refer Off-Road Appendix – Specific Requirements.

The Australian Off-Road Commission may approve separate *Competitions* for other classes which will be specified in the *Supplementary Regulations*.

The *Supplementary Regulations* may further subdivide the Performance 2WD, Extreme 2WD, Production 4WD and Extreme 4WD classes based on technical specifications.

5.3 LOG BOOK

Each *Automobile* must be the subject of a Log Book in accordance with Technical Appendix – Schedule L in the *Manual*.

5.4 NOISE

An *Automobile* may be subject to a noise emission test prior to starting in an *Event* or at any time during a *Competition*. Testing will be conducted in accordance with the requirements detailed in Attachment A.

5.5 TRIENNIEL AUTOMOBILE INSPECTION

Each *Automobile* must undergo an inspection every 3 years where compliance with safety regulations and the *Automobile* structure will be examined. The inspection must be conducted by a scrutineer (minimum Silver Scrutineer Licence) utilising the Motorsport Australia Off Road Triennial Automobile Inspection Form. When the Triennial Inspection is satisfactorily completed, an entry to that effect shall be made in the *Automobile* Log Book by that scrutineer.

5.6 RADIOS

Each *Automobile* competing in a *Long Course Event* (and recommended for *Short Course Event*) is required to carry an operational [80ch UHF CB radio that is Australian Compliant and conforms to AS/NZS 4365:2011](#), either hard wired or portable, of at least 5 watt power output. If the radio is equipped with 'VOX' it must be disabled. Any transmission between any *Competitor* and crew must be on a channel other than that used by the *Organiser*.

Automobile to *Automobile* communication is only permitted when an *Automobile* is seeking to pass the *Automobile* in front.

The use of radio communication for navigation is prohibited during *Competition*.

5.7 MOTORSPORT AUSTRALIA LOGO

In any *State Championship Competition* and above, a *Motorsport Australia* logo must be placed as high as possible and clearly visible between the main roll bar hoop and the front suspension on each side of the *Coachwork*.

6. SAFETY

6.1 MEDICAL SERVICES

The medical service must comply with the requirements of the General Appendix – Medical Services/Requirements in the *Manual*.

6.2 FIRE EQUIPMENT

The *Organiser* must provide appropriate firefighting equipment at the *Start Line*, the *Finish Line*, the paddock, and any refuelling area.

During any *Automobile* refuelling/defuelling:

its engine must be switched off;

no *Crew* member may be onboard; and

at least one person with a fire extinguisher ready for use must be within 3 metres.

6.3 SPECTATORS

The *Organiser* must comply with the Off Road Appendix - Public Safety and Control Procedures in the *Manual*.

6.4 PADDOCK

Unless there is a natural or purpose-built barrier, the paddock must be not less than 50 metres from the *Course*.

The *Organiser* must provide in the paddock or other designated location, an area set aside for any welding, spark generating activity or similar operation.

6.5 FLAG SIGNALS

Any flag signal to be used must comply with Circuit Race Appendix - Track Control and Flag Signalling in the *Manual*, be included in the *Supplementary Regulations*, and advised at the Driver's briefing.

7. LONG COURSE EMERGENCY PROCEDURE

7.1 SIGNS

For a *Long Course Event*:

Each *Automobile* must carry at least 1 commercially available warning triangle.

Each *Automobile* must carry at least 1 "OK/SOS" sign which must comply with the following:

a green "OK" symbol on one side and a red "SOS" on the other side (in "landscape");

be printed on a white card (minimum 130 gsm) or plastic board of at least A4 size;

may be mounted on to a rectangular or triangular self-supporting bracket/s.

7.2 WARNING TRIANGLE PROCEDURE

If an *Automobile* stops on the *Course* a warning triangle must be displayed in a conspicuous position approximately 50 metres behind, except where the *Automobile* does not present a hazard. Any following *Crew* sighting the warning triangle must reduce speed until the hazard has been passed. If the stopped *Automobile* has been cleared of the *Course* the warning triangle must be removed.

7.3 SOS PROCEDURE

If an injury is sustained that requires immediate medical attention, the “SOS” sign must be clearly displayed to each following *Automobile*.

If the “SOS” sign is displayed, or if an *Automobile* is stopped and no sign is displayed, the next 2 *Automobiles* must stop and the *Crews* render assistance.

Unless signalled to render further assistance by the *Crews* on the scene, or the *Competition* has been neutralised by the Clerk of the *Course*, each other *Automobile* must pass the scene at a reduced speed; it can increase speed once clear.

If medical attention is required, event command must be informed by radio or mobile telephone. If neither is operable, one of the stopped *Crews* must depart for the next recovery/radio point in the direction of the *Course* to report the location and nature of the injury.

The Clerk of the *Course* may allow time lost by the *Crew/s* required to stop at an incident.

An incident report including details of each witness must be lodged by at least 1 of the *Crew* involved as soon as practicable with the Clerk of the *Course*.

7.4 OK PROCEDURE

If an *Automobile* is stopped on the *Course* (e.g., mechanical problem, crash) and there is no injury requiring medical attention, the “OK” sign must be clearly displayed on the *Automobile*.

7.5 ASSISTANCE FROM AIRCRAFT

Unless otherwise specified in the *Supplementary Regulations*, only aircraft (e.g. helicopter, fixed wing) approved by the *Organiser* for the purpose of assistance in the case of an emergency are permitted.

8. VENUE

Each area below must be clearly delineated at the venue:

8.1 COMPETITOR CAMPING GROUND

The competitor camping ground must be separate from any public camping ground.

8.2 PADDOCK

The paddock must be separate from any camping ground and from the spectator area.

The paddock may be designated as “pits” at various times as specified in the *Supplementary Regulations*.

8.3 PITS

The pits are an area delineated for refuelling and running repairs during the *Competition*.

Only *Crew*, pit crew members and officials are permitted in the pits.

9. THE COURSE

9.1 SURFACE AND TERRAIN:

The *Course* must not include a straight section of more than 2 km without an obstacle or deviation (either natural or artificial) which requires a significant reduction in speed.

The *Course* must be clearly defined and arranged such to minimise an *Automobile* colliding with another travelling on any other part of the *Course*.

9.2 ROAD CLOSURE

The *Course* must be closed to the public. Any access road must include a closed gate with appropriate signage or managed by an identifiable official.

10. COURSE MARKING

10.1 MARKING

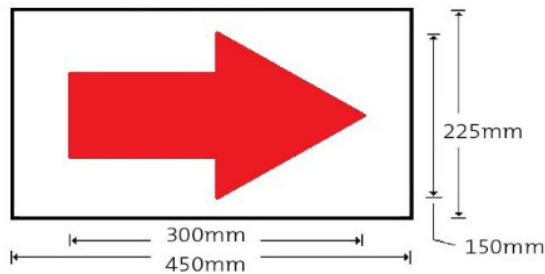
The *Course* must be clearly marked by the sign/s described below. An example of each type of sign must be displayed to each *Crew* prior to the *Start*.

Any unseen or blind hazard e.g., ditch, stump, drop-off, gate, post, fence on or near the *Course* must be identified 100 m prior by means of a marker on each side of the *Course*.

10.2 SIGNS

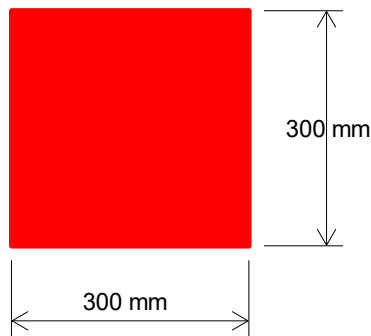
Direction arrow:

indicates the direction of the *Course*. Such signs facing inwards may also be used to indicate an *Automobile* must pass between them. Each sign must be red on a white background in accordance with the diagram below.



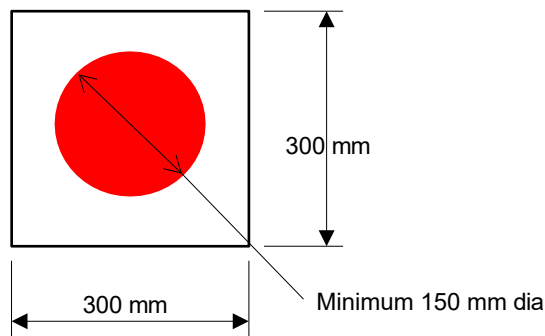
“Danger” sign:

indicates a hazard ahead requiring a significant reduction in speed. Each sign must be a red square in accordance with the diagram below.



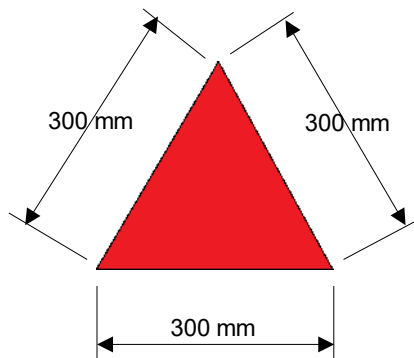
“Pre-danger” sign:

indicates a “Danger” sign ahead. Each sign must be a red dot in accordance with the diagram below and placed such to provide adequate warning for an *Automobile* travelling at competition speed to slow and traverse the hazard.

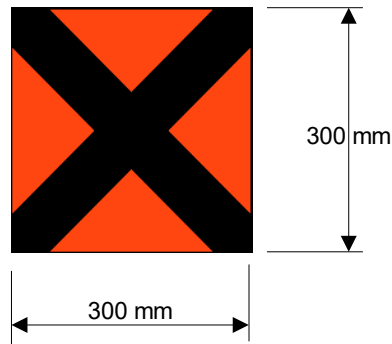


“Caution” Sign:

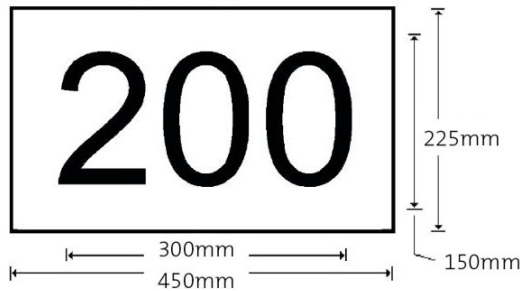
indicates a hazard requiring caution but not sufficient to warrant a “Danger” sign. Each sign must be placed at the hazard, on red triangle with a white background in accordance with the diagram below.



“No Road” sign: indicate a road/track/etc. which is not part of the *Course*. Each sign must be a black “X” on an orange background in accordance with the diagram below.



Braking Marker: placed towards the end of a straight to indicate a corner or obstacle which may require braking. A 100m, 200m or 300m marker is placed in accordance with the predicted approach speed. Each sign shall be black on a white background in accordance with the diagram below.



10.3 POSITIONING OF MARKERS

Within the constraints of Article 10.2, each sign must be placed as set out in the table below:

Direction Arrow	Left hand side of the <i>Course</i> , clearly visible 40 to 50 metres before the corner
Large Arrows (e.g. Pines)	Head-on at the corner. Must be preceded by the direction arrow.
Danger	On each side of the <i>Course</i> at the danger
Pre-Danger	On each side of the <i>Course</i> 100 metres before the danger
Caution	On each side of the <i>Course</i> at the caution
No Road	On the 'no road', clearly visible.
	Where the possibility exists of intersecting with another road where <i>Competition</i> is occurring or with members of the public, another form of immovable delineation must be placed on or over the road.

11. EVENT OPERATIONS

11.1 SCRUTINEERING

Prior to *Competition* including any prologue, each *Automobile* must pass scrutineering.

Any *Automobile* involved in an incident may be the subject of scrutineering prior to taking further part in the *Competition*.

11.2 BRIEFING

The *Clerk of the Course* will conduct a mandatory briefing for *Crews* (and officials if required) to provide information relating to the *Event*.

11.3 PRACTICE

For a *Long Course Event*, practice is prohibited during the *Event*.

For a *Short Course Event*, if practice is permitted details will be included in the *Supplementary Regulations*.

11.4 RECONNAISSANCE

For a *Long Course Event*, the *Supplementary Regulations* must provide for a reconnaissance of the *Course* for each *Driver* and *Co-Driver*. The use of any *Automobile* is permitted provided it is fitted with seat belts for each person on board.

11.5 NUMBER OF STARTERS

Unless otherwise approved by *Motorsport Australia*, the number of starters must not exceed 4 per kilometre of lap distance.

11.6 STARTING ORDER

Each *Automobile* must *Start* in the order prescribed in the *Supplementary Regulations*.

For a *Long Course Event*, this order may be based on the result of a prologue or, the *Supplementary Regulations* may include a "Top 10 Shootout" or similar activity which will require a number of the fastest *Automobiles* to compete in a 1-at-a-time *Competition* to determine the starting order at the front of the field. In this case any seeding will occur after the shootout.

With the approval of the Stewards, a *Crew* which fails to complete the prologue will be allocated a start position by the Clerk of the Course which is based on the *Crew/s* performance history.

In the case of a round of the AORC, no seeded *Crew* which fails to complete the prologue will be positioned within the top 10% of *Automobiles* starting the *Event*.

A *Crew* may make only 1 attempt at the prologue; however, the Stewards may approve a request from a *Crew* made through the Clerk of the Course for another attempt where a *Crew*:

has been stopped by an official or,

has stopped to render assistance due to a possible injury or,

the *Course* is temporarily impassable.

The penalty for an infringement during a prologue will be 5 minutes added to the Section 1 time of that *Crew*. The Stewards may impose another penalty at their discretion.

11.7 STARTER'S ORDERS

Each *Crew* will be under starter's orders 10 seconds prior to the *Start* signal.

Any *Crew* which fails to *Start* at their designated *Start* time may forfeit their run or, may be deemed by the Clerk of the Course to have started at their designated *Start* time. Such decision is not subject to Protest.

11.8 INTERVALS

Each *Automobile* will be started singularly and at intervals of not less than 15 seconds, or as determined by the Clerk of the Course. However, having regard for the nature and length of the *Course*, *Motorsport Australia* may approve a number of *Automobiles* to start simultaneously.

11.9 DRIVING CONDUCT

A *Crew* having been caught by an *Automobile* which is sounding its horn and/or flashing its headlamps will give that *Automobile* right of way as soon as possible by pulling to one side or stopping if necessary.

Running into the *Automobile* ahead is prohibited and may be reported to the Stewards.

Driving against the direction of travel as defined by the *Course* marking, is prohibited.

11.10 REFUELLING

The following regulations apply to any operation that involves refuelling and/or the removal/opening of a fuel filler cap:

Refuelling is only permitted at a location specified in the *Supplementary Regulations*.

The fuel filler cap/s of the *Automobile*, and the caps/covers/plugs of all refuelling containers must remain securely in place until after all *Crew* have vacated the *Automobile* and disconnected themselves from it, and the engine has been switched off. It is prohibited either to switch on the engine, or for any person to enter the *Automobile*, until after the filler cap has been replaced, and the refuelling container/s has been either re-closed or moved by at least 2 metres from the *Automobile*. An additional crew member must stand by the crew refuelling with a minimum 0.9 kg fire extinguisher at the ready.

Each person involved in a refuelling operation, or within 2 metres of a refuelling or venting point whilst the *Automobile* is being refuelled, must be attired in at least shoes and socks, and non-flammable clothing from wrist to neck to ankle.

The *Organiser* is to establish a designated "refuelling area", specifically set aside for the purpose of refuelling during *Competition*. It is strongly recommended that each *Competitor* utilises some form of earth spike to reduce the possibility of static build up while refuelling. Except as otherwise provided in the *Rules*, refuelling outside of these areas is prohibited.

If an *Automobile* runs out of fuel on the *Course*, the Clerk of the Course may give written permission which may include conditions for that *Automobile* to be refuelled on the *Course*.

11.11 OUTSIDE SERVICING

Work on an *Automobile* may be conducted in a location outside of the pits specified in the *Supplementary Regulations* subject to any part or equipment used being:

- carried onboard any *Automobile* competing in the same *Competition*; and/or
- brought on foot from the pits/paddock by a *Crew* member in the same *Competition*; and/or
- normally found in the region of the *Course*, e.g. water, fencing wire, string; and/or
- carried out by an official offering to assist and which takes the form of:
 - the provision of tools and water, but NOT parts, and/or
 - towing the *Automobile* to the next passage control, or the next recovery point.

The Clerk of the Course may permit further outside assistance provided it is for one instance only per *Automobile*.

12. FINISH

12.1 GENERAL

To be classified as a finisher, an *Automobile* must cross the *Finish Line* at the end of each lap under its own power with:

- each *Crew* member seated in their correct position;
- each wheel within the *Course* as it crosses the *Finish Line*; and
- within the time specified in the *Supplementary Regulations*.

Any *Automobile* which is towed or pushed by any other *Automobile* (other than a vehicle provided by the *Organiser*) for more than 400 metres on any lap will be disqualified.

During a *Competition*, any *Automobile* which leaves the pits, other than to re-join the *Course* or to go to a designated refuelling area, will be deemed to have withdrawn from that *Competition*.

12.2 SHORT COURSE

Unless specified otherwise in the *Supplementary Regulations*, to be classified as a finisher in a *Short Course Competition*, an *Automobile* must complete all of the scheduled laps.

12.3 LONG COURSE

Unless specified otherwise in the *Supplementary Regulations*, to be classified as a finisher in a *Long Course Competition*, an *Automobile* must complete all of the scheduled laps and must pass through each passage control in the correct direction.

13. PENALTIES

The following penalties may be imposed:

- False Start*: 1 minute;
- Striking (not displacing) a course marker: 30 seconds per marker;
- Not following the prescribed *Course*, or displacing any course marker: 1 minute or a maximum of 15 minutes;
- Dangerous driving: *Disqualification*, and
- Interference with or impeding another *Automobile*: one minute each occurrence.

14. RESULTS

Unless specified otherwise in the *Supplementary Regulations*:

The results of a *Short Course Competition* will be determined by the total elapsed time of each *Automobile*, including any penalty regardless of whether they *Start* individually or otherwise.

The results of a *Long Course Competition* will be determined by elapsed time in increments of 1 second including any penalty.

If a *Competition* is stopped prior to the scheduled finish for reasons of *Force Majeure*, results will be determined on the basis of the order in which those *Automobiles* which have not retired last crossed the *Control Line*, and the number of laps completed by each including the imposition of any penalty.

15. DEFINITIONS

AORC: Motorsport Australia Off Road Championship.

Crew will be designated as:

Driver: may drive and/or navigate.

Co-Driver: may drive and/or navigate.

Navigator: may only navigate.

False Start: A *False Start* occurs when an *Automobile* under starter's orders is outside its prescribed position or is moving when the *Start* signal is given.

Long Course: An Off Road *Competition* conducted on a *Course* of a length greater than 15 km.

Score: The time taken to complete the *Competition* including any penalties.

Section: A *Competition* may be divided into *Sections* which may consist of one or more laps.

Short Course: An Off Road *Competition* conducted on a *Course* not exceeding 15 km in length.

Short-Cut: Failing to follow the *Course* which results in gaining an advantage.

Attachment A – Off Road Noise Testing Procedure

1.1 GENERAL

Each *Automobile* may be subject to a noise emission test at any time during an *Event*. The maximum noise emission from any *Automobile* is 95 dBA.

The testing official is a Judge of Fact in respect of any measurement taken.

Each testing result is confidential and may only be shared with the affected *Competitor* and/or the Stewards and/or *Motorsport Australia*.

1.2 TESTING EQUIPMENT

The following equipment is required to conduct noise testing:

- A noise meter compliant with the relevant Australian Standard;

- A noise meter calibration device;

- A current noise meter compliance and calibration certificate;

- A tripod or similar device to mount the meter; and

- An anemometer to measure wind speed compliant with the relevant Australian Standard.

1.3 PROCEDURE

Testing will be by the “drive-by” method.

Noise meter manufacturer instructions must be followed in respect to the effect of temperature and/or atmospheric conditions on any reading.

Each meter must be calibrated with a calibration tester immediately before and after each testing session.

The noise meter test position must not be less than 30 metres from the edge of the defined *Course* when measured at an angle of 90° to the line of the *Course*.

The wind speed must be measured at a minimum of 15 minute intervals during any testing session and if greater than 20 km/h no readings will be recorded.

The noise meter must be positioned on a sturdy base (e.g. tripod) and be isolated as far as is practicable from vibrations. The body of the official/s undertaking the test must be located at an arm’s length or greater from the meter.

Each reading will be rounded down to the next whole number.

The background noise level must be checked and be a minimum of 10 dBA less than the *Automobile* being tested, otherwise an adjustment in accordance with the following will be applied:

- Up to 5 dBA less: subtract 2 dBA from the measurement;

- Between 6 to 9 dBA less: subtract 1 dBA from the measurement;

- Over 10 dBA: no adjustment.

Each reading must be identified and recorded as emanating from a particular *Automobile* during any testing session.

1.4 RECORD KEEPING

A record of each noise test session must be kept and will include the following:

- General test conditions:

 - Temperature;

 - Atmospheric pressure;

 - Wind speed;

 - Background noise level;

 - Calibration test results, both pre and post the test session;

 - General geographical details of the testing site.

- Result of each test of an *Automobile*, including its competition number and any variable parameters.