



Operations Rule Interpretation or Procedure

No. OPRI-15-03

Code Of Driving Conduct - Overlap and Passing Overlap FOR DISTRIBUTION TO ALL OFFICIALS

Date: 16 January 2015

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Background

Included in the 2015 Australian Karting Manual is a new and very important section that deals with racing conduct.

It is called the Code of Driving Conduct (Competition Rules, Chapter 3). This has replaced the old 'contact of karts' section.

The new concept of the - "Overlap" and "Passing Overlap" is now included. It is all about drivers giving each other racing room.

Procedure

It is important that you have read the Code of Driving Conduct and have a good understanding of what is now allowed and what is not allowed when it comes to racing and overtaking.

It is important that all Drivers are aware of the Code Of Driving Conduct and that this is mentioned in all Driver's Briefings.

To assist with the understanding of what constitutes an Overlap and a Passing Overlap we have prepared the following diagrammatical representation showing the relative position of two karts on a race track.

It is important to note that a Driver who is attempting a pass (and is therefore in a Passing Overlap situation) **MUST BE IN COMPLETE CONTROL OF THEIR KART** – i.e. they cannot be locked up, out of control and about to use another kart as a "brake marker" or otherwise attempting what is an unrealistic pass without having due regard for the other drivers on the Race Track.

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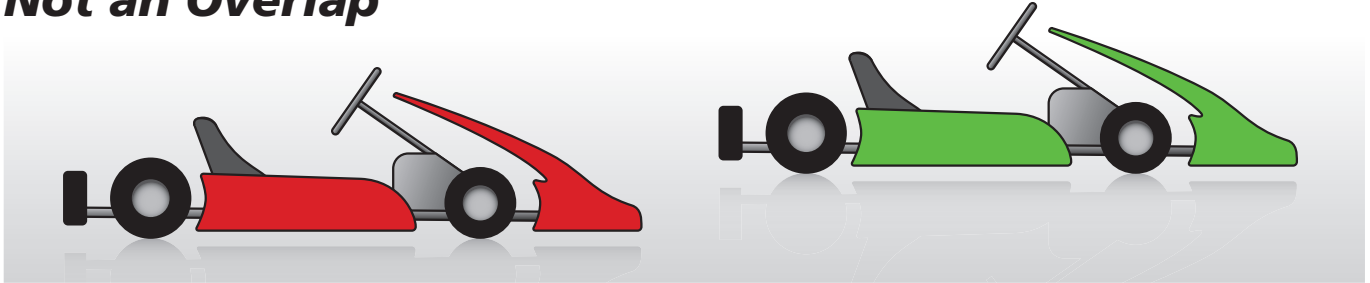
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Overlap & Passing

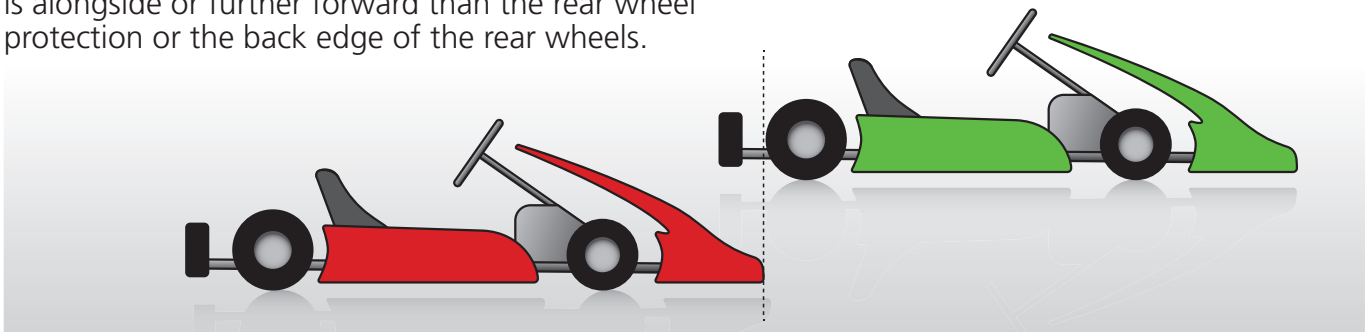


Not an Overlap



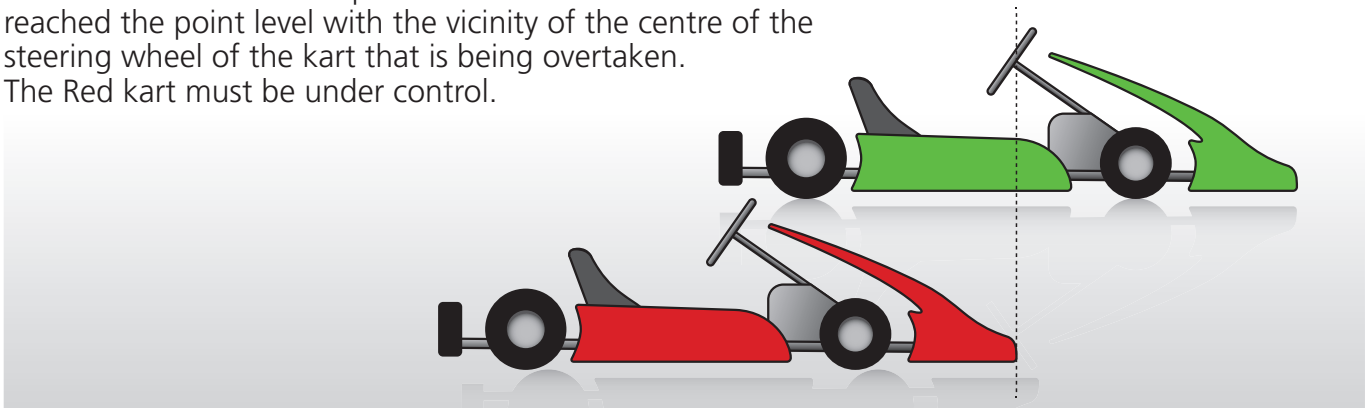
This is an Overlap

Red kart has reached the point where its nosecone is alongside or further forward than the rear wheel protection or the back edge of the rear wheels.



This is a Passing Overlap

Red kart has reached the point where the front of its nosecone has reached the point level with the vicinity of the centre of the steering wheel of the kart that is being overtaken. The Red kart must be under control.



Code of Driving Conduct on Karting Circuits

1 Observance of Signals

- a) The Flag / Light Signal Rules are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

2 Driving Standards

- a) The following driving standards will apply:
 - (i) Careless Driving
Departing from the standard of a competent Driver.
 - (ii) Reckless Driving
Any unintentional action by a Driver which creates serious risk to others.
 - (iii) Dangerous Driving
Any intentional action by a Driver which creates serious risk to others.

3 Use of the Track

- a) Once racing or Qualifying has commenced, drivers must use the Track at all times.
- b) For the avoidance of doubt:
 - (i) The white lines defining the Track edges are considered to be part of the Track but kerbs are not.
 - (ii) A Driver will be judged to have left the Track if no part of the kart remains in contact with the Track.

4 Overtaking During a Race

- a) A Kart alone on the Track may use the full width of the Track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity.
- b) If the Driver who has been caught to be lapped does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake.
- c) Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.
- d) Overtaking, according to the circumstances, may be carried out either on the right or the left.
- e) However, manoeuvres liable to hinder other Drivers such as more than one (1) change of direction to defend a position, deliberate crowding of karts beyond the edge of the Track or any other dangerous change of direction, are strictly prohibited.
- f) Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.
- g) Drivers must use the Track at all times. For the avoidance of doubt:
 - (i) the white lines defining the Track edges are considered to be part of the Track but kerbs are not.
 - (ii) a Driver will be judged to have left the Track if no part of the kart remains in contact with the Track.
- h) Should a kart leave the Track for any reason, and without prejudice to the Rule below, the Driver may rejoin the Race. However, this may only be done when it is safe to do so and without gaining any advantage.

- (i) Positional Advantage (having passed one or more karts)
 - Should a Driver, after leaving the Track rejoin the Race having gained any position or position's as a consequence of having left the Track, they will immediately, when safe to do so redress the Race positions gained by decelerating and allowing the karts that they were trailing at the time of leaving the Track to overtake them. Failure to redress the positions gained will be reported to the Stewards of the Meeting.
- (ii) Relative Track Position (having gained significant track advantage by short cutting the Track but not having passed another kart)
 - Should a Driver, after leaving the Track rejoin the Race having gained significant relative Track position on the kart in front of them (but not having passed another kart) as a consequence of having left the Track, they will immediately, when safe to do so decelerate so as to allow the kart in front of them to regain the approximate gap that they held prior to the Driver leaving the Track. Failure to redress the relative track position gained will be reported to the Stewards of the meeting.
- i) Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the Track) will be reported to the Stewards of the meeting.

5 Overlap and Passing Overlap

- a) Overlap means that the front of the nosecone of a Kart has reached the point of being alongside or further forward than the rear wheel protection (if fitted to a kart) or the rear edge of the rear wheels on a kart that is in front of it on the race Track.
- b) Passing Overlap means that the front of the nosecone of an overtaking Kart has reached a point level with the vicinity of the centre of the steering wheel of the Kart that is being overtaken

6 Blocking and Overlap on Approach to Corner

- a) Blocking in general is not allowed. At the start of the race or until the race 'settles down' there may be some exceptions to this. If a Driver has committed to the racing line at the initial braking point of the approaching corner, he may not move across to block the inside line to the corner during the braking phase. In other words he must not interfere with the Kart trying to overtake, particularly if there is an "Overlap".
- b) At the start and/or end of the race, if a Driver intends to run the inside line on the approach phase to a corner, he must clearly do so prior to the initial braking point. He may not move across to cover the line or attempt an abnormal early turn in if a Kart trying to pass has Overlap.
- c) If a Driver has a slow run out of the previous corner for whatever reason, they may move across to cover the line respecting the points below.
 - (i) Once the Kart that is trying to pass has Overlap, the Driver in front at that time must respect that Kart and allow sufficient racing room.
 - (ii) The Kart with the momentum trying to make the pass should be given at least one Kart width room from the edge of the race Track and should not be pushed off the race Track.
 - (iii) The Driver trying to pass in this situation should not be forced to roll off the throttle and therefore lose momentum and potentially position, he should be allowed the opportunity to attempt a safe pass.
 - (iv) The Driver with the slower run into the corner is entitled to move across once only but not in an erratic manner and when safe to do so.

7 Overtaking on Corner Entry

- a) If the Kart making a pass on corner entry (the turn-in point) has a Passing Overlap with the other Kart, then the Kart being overtaken must not turn-in to the apex and make significant contact with the Kart on the inside, it must allow racing room.

- b) In general, the onus is on the overtaking Kart to execute the pass safely.
 - (i) Overtaking karts should not expect the Kart in front to give way unless there is a Passing Overlap at the turn-in point of the corner.
- c) A Kart that arrives at the turn-in point with a Passing Overlap but has smoke off the Tyres or is otherwise considered to be 'out of control' will be deemed not to be in a position to make a safe pass.

8 Overtaking on Corner Exit

- a) Slight side by side contact or 'rubbing' will be tolerated on the exit of one corner and in the next straight, providing the Kart doing the overtaking does not lose momentum when trying to make the pass and there is no erratic swerving towards the other Kart.
- b) Contact with the back of the Kart in front, inducing exit wheel spin, is not permitted on corner exit. A small amount of mid to exit corner rubbing is allowed, providing the Kart in front does not lose momentum from this. If the Kart in front is 'nudged' wide off line and loses position this would be considered a breach and will incur a penalty. The term "bump and run" has been widely used to describe such action and will not be tolerated and therefore may incur a penalty.

9 Defending Your Position

- a) While blocking is not tolerated there may be an occasion to defend your position. You may move once, however you must give racing room and should there be an Overlap then you must allow a Kart width to the edge of the Track (the line).
- b) Consistent defending your position on the last lap of a Competition will be tolerated.

10 Inappropriate Driving

- a) The following actions may be considered to be inappropriate driving and may incur a penalty:
 - (i) Any manoeuvres liable to hinder other Drivers such as more than one (1) change of direction to defend a position;
 - (ii) Running any kart off the Track as you overtake;
 - (iii) Deliberate crowding of any kart beyond the edge of the Track;
 - (iv) 'Weaving' while racing on the straight;
 - (v) Any other dangerous change of direction.

11 Karts Stopping During a Race

- a) The Driver of any kart leaving the Track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.
- b) Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers.
- c) If the Driver is unable to move the kart, it shall be the duty of the Officials to assist.
- d) Replenishment of any kind is prohibited, save when the kart concerned is in an area specifically provided for this purpose.
- e) Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.
- f) Pushing a Kart on or along the Track is prohibited during racing.
- g) Except during a race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

12 Entrance to the Pit Lane (To The Repairs Area Or To The Pits/Paddock)

- a) The so-called 'deceleration zone' is a part of the pit area. The section of Track leading to the pit lane shall be referred to as the 'pit entry'.
- b) During the practice sessions, qualifying and the race, access to the pit lane, to the Repairs Area or to the paddock is permitted only through the pit entry deceleration zone.
- c) Any Driver intending to leave the Track or to enter the pit lane, pits or the paddock or the repairs area shall signal his intention in good time and should make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry deceleration zone and the Track is prohibited.
- e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the Track at the pit exit or the Repairs Area for the purpose of separating karts leaving the pits or the Repairs Area from those on the Track must not be crossed by any part of a kart leaving the pits.