



DESERT RACING COURSE MARKING GUIDE

January 1, 2019

Revision 1

For the video version of this guide, visit www.kurtcaselli.com

or search the QR Code below



Introduction

In the interest of consistency and safety, The Kurt Caselli Foundation, with the help of many desert racing clubs and racers of all skill levels have developed this Course Marking Guide.

Because there is no prerunning at desert events, Racers count on clubs to provide a race course that is consistent and clearly marked. We hope that clubs will use these guidelines in order to provide some consistency between all races, but feel free to use any of this information in your rule book.

As of the time of this writing, The Kurt Caselli Foundation has additional tools available to help make your races safer. Please have your club contact us at safety@kurtcaselli.com to obtain the below materials.

- Course Marking cards and Ribbon. The Foundation has care packages available with all of the markings and ribbon colors discussed in this guide.
- Safety Vests. Course workers at checks, road crossings, start finish, etc should be wearing safety vests.
- Yellow Caution Flags.
- Race in progress signs. We urge all events to post signs at every possible entrance into OHV areas and throughout the heavily congested trails to alert recreational traffic that there is a race going on that weekend.

About the Kurt Caselli Foundation

The Kurt Caselli Foundation was established in 2013 to Honor Kurt's Legacy. The focus of the Foundation is the safety of riders and racers in the off-road motorcycling industry. While we understand the inherent elements of danger in this industry, we aim to help minimize this danger to the best of our ability. The Foundation has a three-part mission that encompasses safety precautions to riders before, during and after a racing career.

1. Before racing, we are committed to encouraging, developing, and standardizing safety precautions that will help minimize risk outside of the rider's control.
2. During racing, we are committed to developing, establishing, and encouraging the use of safety equipment and policies to increase the safety of the riders.
3. After racing, we are committed to providing a safety net that allows and encourages former racers to further their education and reach career goals for themselves and their families.

To learn more about the Kurt Caselli Foundation, please visit www.kurtcaselli.com

Directional Marking

Directional Course Marking shall consist of Pink ribbon and cards with Directional Arrows.



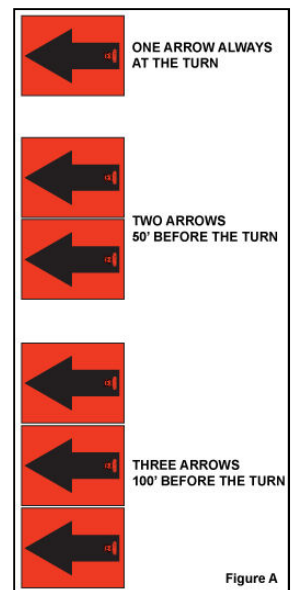
Youth courses shall consist of orange ribbon and orange cards with Directional Arrows.



1. Wherever possible, Markings shall be clearly visible from previous marking. Markings may not exceed over 200 feet in distance.
2. Arrows pointing up shall mean straight ahead, go up the hill or straight over rise. Arrows pointing left or right shall indicate the direction of the turn. Arrows pointing down shall indicate the course goes downhill.
3. Anywhere a card is placed, best efforts should be made to place ribbon in the same location. (This helps if weather, riders or animals remove the cards)
4. When tying ribbon, leave at least 12" hanging from the knot. Place ribbon at eye level. Place ribbon on the front side of the object. Do not mark the back of a bush. Do not mark too close to the trail as handlebars can remove markings.
5. To avoid confusion, do not mark multiple trails or options around an obstacle. There should be one designated racing line.
6. Mark heavily with ribbon, as cards and stakes can get knocked down. You can never over mark a course.
7. Youth courses shall be marked with orange and adult courses with pink. When Youth and Big Bike courses share common course, both colors shall be used at every point you mark until they split.

Turns

1. Turns more than 45 degrees shall be marked with directional arrows indicating the direction of the turn.
2. Depending on the rate of speed prior to the turn, additional markers may need to be used. For high speed sections, use Three arrows placed 100 feet before the turn, two arrows placed 50 feet before the turn and one arrow placed at the turn. **See Figure A.**
3. In extremely high-speed sections the first three arrows may need to be placed at as much as 200 feet in advance of the turn.
4. At any intersecting trail, a directional arrow shall indicate the correct trail direction BEFORE the turn. After the intersection, mark the correct trail heavily with ribbon so it is visible from intersection.
5. White Wrong way cards (opposite side of all Directional Arrow cards) should be placed in the middle of the incorrect trail(s) no more than 50 feet ahead. Wrong way cards should not be on the same stake as a directional arrow.

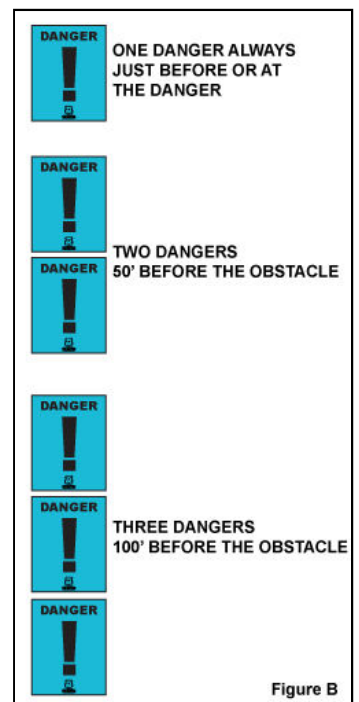


Dangers

Danger Markings shall consist of blue ribbon and Fluorescent Blue cards with an Exclamation Point “!” on them.



1. Anything you have to slow down for deserves a danger marker. Don't think about your speed, think about twice as fast as your speed. Rocks, G Outs, Ditches, Cliffs, Rain Ruts, Steep Downhills, Cattle Guards, Fences are all examples of hazards that should be marked.
2. Dangers shall be placed sufficiently in advance of the hazard to allow the fastest racers time to slow down for the danger.
3. A mild danger or a danger in a low speed section of the course shall be marked with one danger marker on a stake on each side of the racing line, sufficiently before the danger so the rider has time to slow down. (Approx 10-50 feet)
4. A moderate danger or a danger in a medium speed section of the course shall be marked with two danger markers on a stake on each side of the racing line sufficiently before the danger so the rider has time to slow down. (approx. 50-100 feet) A second set of stakes with one danger marker shall be placed approx. 10-50 feet before the danger.
5. An extreme danger or a danger in a very high speed section of the course shall be marked with Three danger markers on a stake on each side of the racing line sufficiently before the danger so the rider has time to slow down. (Approx 100-150 feet); A second set of stakes with two danger markers shall be placed 50 feet after the 3 danger markers; and a third set of stakes with one danger placed 50 feet after the 2 danger markers. **See Figure B.**
6. Just like marking turns, in extreme section use the 3-2-1 countdown until the danger or turn. 1 arrow or danger will always be just before the turn or obstacle.
7. The most difficult part of course marking will be consistent caution markings. This takes the largest amount of judgment on your part. Keep these considerations in mind when deciding distance before and how many cards to use: Speed of the section, how much dust there will be on race day, the severity of the danger and how close to the course it is. Don't forget to mark at Pro speed, not your speed.
8. Where the cards are marked, blue ribbon should also be placed.
9. If the hazard is over a rise, the markings shall be before the rise to alert the rider of the danger on the other side.
10. In rock sections where a stake cannot be inserted into the ground, use rocks to prop up a stake. Check with your local BLM office to see if temporary, biodegradable chalk paint is acceptable. This can be helpful to mark rocks.



11. Do not substitute down arrows if you run out of Caution Markers. Down means down, Caution means caution.
12. When marking a dangerous road crossing, or other obstacle it's ok to mark caution markers farther out than the racing line. Racers will be instructed that caution markers are NOT directional markers. They may exist outside of the racing line for their safety and they must stay on the marked trail.
13. If a Caution marking will be used on the same stake as a direction or information marking, the Caution marking is placed below the direction or information marking.

Information Marking

1. **Road Crossings** shall consist of White cards with a black X on them.
 - A. Road crossings are to alert riders of possible traffic. If there is a deep rut that poses additional danger, a Blue Danger should also be marked.
 - B. Road Crossing Signs shall be placed sufficiently in advance of the road to allow the fastest racers time to slow down and look for traffic. Road crossing marking shall consist of 2 cards a minimum of 100 feet in advance of the hazard.
 - C. ALL Road Crossings should be marked. If there are three road crossings in the next 100 feet, each one is marked separately.
 - D. At open desert races where racers can deviate from the main racing line, road crossings should be marked on the race line and also 25 feet to each side so it's visible from all possible race lines. Keep the dust factor in mind and the first 5 miles should be marked heavier than the remainder.
2. **Check Point** signs shall consist of 2'x3' Florescent Green Mesh Banners with the words "Check Ahead" on them.
 - A. Check ahead signs shall be placed a minimum of 200 feet before the check but no more than 300 feet before the check.
 - B. We recommend placing checks in slower speed sections of the course.
3. **Race Miles** shall consist of Florescent Green Cards with the actual mile marked on them.
 - A. Race Miles shall be marked every 5 miles so racers can give more accurate information.
 - B. Race Miles are very important safety tools. They can be a reference for a racer to relay where a downed rider is located.
4. **Common course** for separate loops is dangerous and should be avoided.
 - A. If you must use a common course, it must be outlined in the rider instructions and it must be discussed in the rider meeting. Course merge as a surprise is extremely dangerous.



- B. When two different skill levels or loops merge, a white card with the words “**COURSE MERGE**” shall be placed 100 feet in advance from the merge on both loops.
 - C. If the common course splits, a white card with the words “**COURSE SPLIT**” shall be placed 100 feet in advance from the split along with a directional arrow that says “**LOOP X**” with the arrow pointing in the appropriate direction.
 - D. Course Merge and intersections must be manned by a course worker that is educated on what rider should go in what direction. It’s better to have a well marked course and let the riders read the signs than to have a course worker send them on the wrong loop.
5. When two different skill levels or loops intersect, but do not merge, a Pink Directional Arrow card with the words “Loop X” shall be placed 50 feet in advance from the intersection and 50 feet after the intersection on both sides of the trail. **See Figure C.**

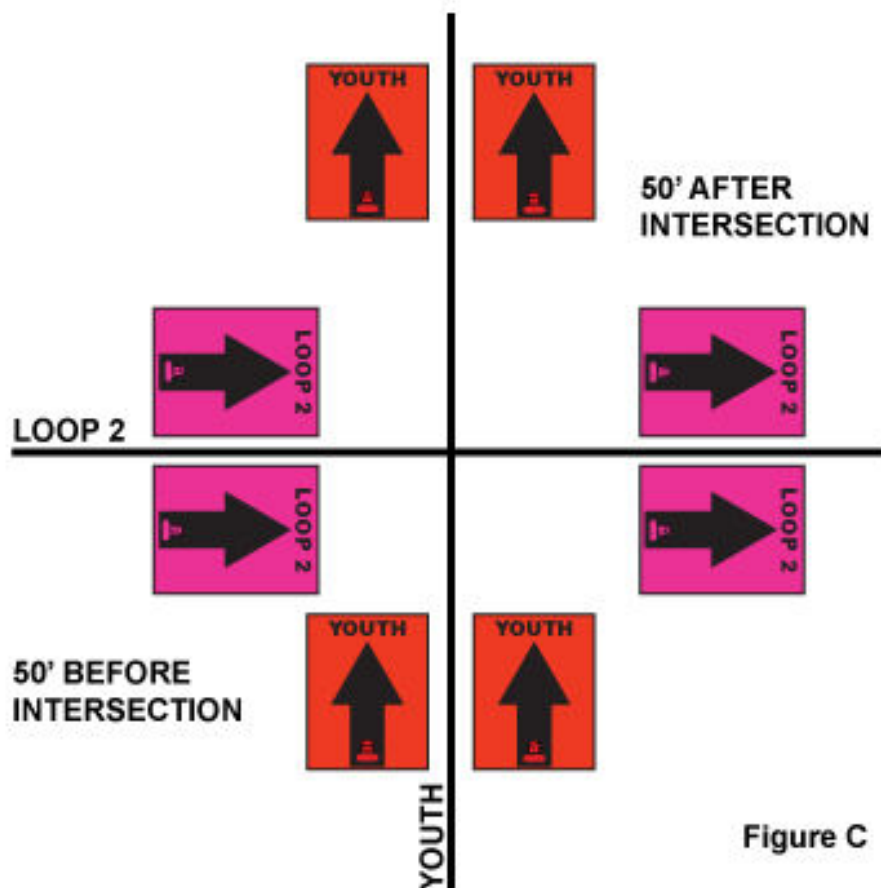


Figure C