OFF ROAD

Stadium Off Road Standing Regulations

INTRODUCTION

These Stadium Off Road Standing Regulations are to be read in conjunction with the Off Road Event Standing Regulations, to add to them in the areas mentioned below, and to vary them in the specific areas listed only. Unless varied by these regulations, the Off Road Event Standing Regulations shall apply to off road stadium events.

Event supplementary regulations may further add to these requirements.

1. DESCRIPTION

Stadium off road events are classified as races and are conducted on purpose-built tracks, often within speedway complexes. The surface mainly consists of dirt, sand, clay and grass.

A stadium off road event is a competition between two or more vehicles running simultaneously, on the same course, in which the first vehicle to cross the finishing line at the end of the prescribed distance shall be deemed the winner, and so on, regardless of elapsed times.

Stadium off road events are conducted on tracks usually not more than one kilometre in length, and of 15 metres minimum width.

2. COMPETITORS

Only the driver will be permitted in the car during the competition or practice.

For competition licence details, refer to "General Regulations of CAMS" in the CAMS Manual of Motor Sport – General Regulations of CAMS.

3. AUTOMOBILES

3.1 **Eligibility:** Entries may be sought for automobiles complying with the requirements of Off Road automobiles, as specified in "Off Road" in the CAMS Manual of Motor Sport, subject to variations described in these standing regulations.

Automobiles will be classified as follows;

(i) Super 1650 and Sportsman Buggies (up to 1650cc capacity)
(ii) Pro and Prolite Buggies (up to 6000cc and up to 3500cc [naturally-aspirated] capacity respectively)
(iii) Performance 2WD and Extreme 2WD
(iv) Production 4WD and Extreme 4WD

Compatible classes may be amalgamated as follows:

- Super 1650 and Sportsman Buggies may be amalgamated with other buggy classes. Buggies are not permitted to be combined with other classes unless as a non-competitive demonstration event.
- Performance and Extreme 2WD may be amalgamated with Production and Modified 4WD.

3.2 **General requirements:** The following additional requirements must be met by vehicles competing in stadium events:

(i) All forward-facing driving or head lights which are not integral with the bodywork shall be removed. It is recommended that those integral with the bodywork also be removed, but if not, they must at least be restrained by adhesive tape to reduce the likelihood of broken glass falling on to the track.
(ii) No chassis, bumper, nerf bar or any other component shall terminate abruptly in such a way that hooking onto another competitor's vehicle is a significant likelihood. It is highly recommended that the end of such components be returned to the vehicle centreline. No vehicle shall have sharp protruding objects of any kind.
(iii) All vehicles must be fitted with safety nets or wrist restraints.
(iv) The carrying of warning triangles, tow ropes and first aid kits is not required.

4. BEFORE THE EVENT

4.1 **Practice:** Practice is compulsory in stadium events. Details of times for practice etc must be described fully in event supplementary regulations.

4.2 **Briefing:** At least one briefing, and preferably two, must take place. Attendance by all drivers at every briefing is compulsory.

Briefings should be held:

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(i) before practice, and
(ii) prior to commencement of competition.

5. COURSE MARKING

5.1 Stadium events: In stadium events, directional arrows, hazard warnings, "No Road" markers etc are not required, however flag and/or light signals will be used to communicate with the competitors.

6. START

6.1 Number of starters: The maximum number of starters in any event will be as specified on the track licence.

6.2 Starting order: The method of determining the starting order for heats and finals shall be as specified in event supplementary regulations.

6.3 Intervals: Multiple starts will be used.

7. FINISH

7.1 Race finish: The race is deemed to have finished once the chequered flag has been shown to all mobile competing cars or when the time limit specified by the organisers has expired, whichever occurs first.

The winner is defined as the first car past 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 cars cross the finish line, and by the number of laps completed. Once all competitors have been shown the chequered flag it is the end of the race, and no competitor may continue to make up for lost laps.

7.2 Finisher: To be classified as a finisher, a vehicle 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 and within such time limit as has been specified by the organisers.

A vehicle will only be classified as a finisher when all wheels remaining on the vehicle are within the course as it crosses the finishing line. Any vehicle pushed (other than as the result of an accidental collision) or towed shall be excluded from results of that event.

8. RACING

8.1 Stoppage: The ~~Director~~ **Clerk of the Course** may, at his absolute discretion, stop any race for reasons of safety.

Any race not being a feature race, series final or championship race, which has been stopped with less than two laps remaining to be completed may, at the ~~Director~~ **Clerk of the Course**'s discretion, be deemed to be completed at the time it was stopped. In such cases results will be determined by the order in which the vehicles crossed the finish line on the lap prior to the last lap completed by the leader.

Any feature race, series final or championship race will be restarted after a stoppage so that it runs its scheduled distance.

8.2 Re-start: In the event of a re-start, the cars at such re-start shall be in single file in the respective positions they held at the time of stopping the race, except for any car deemed by the ~~Director~~ **Clerk of the Course** to have caused the stoppage, which will start at the rear of the grid.

9. PERFORMANCE

9.1 Stadium events: The only criterion for performance shall be the finishing order after the first car passes the chequered flag in the race.

9.2 Stadium event penalties: In stadium racing, the following penalties shall apply. They shall be imposed by the ~~Director~~ **Clerk of the Course** his nominated officials or in some cases by the stewards.

Offence	Penalty
(i) Jumping the start	**1st offence** Relegated two finish positions in that race **2nd offence** Relegated to last position in that race **3rd offence** Exclusion from the event, notwithstanding any further penalties that may be imposed by the stewards of the event
(ii) Gaining advantage by short-cutting	
(iii) Reckless or negligent driving, ie: careless and indiscriminate driving or barging OR Causing direct disadvantage to another competitor	
(iv) Failing to heed a blue or yellow flag as per Stadium Off Road Standing Regulations	
(v) Dangerous driving, as determined by the ~~Director~~ **Clerk of the Course**, his nominated officials, or the stewards	Exclusion from the meeting
(vi) Causing a re-start, subject to determination by the ~~Director~~ **Clerk of the Course**, or his nominated officials as to who actually caused the stoppage	Relegation to the rear of grid for the re-start
(vii) Failure to advise scorers of change of driver	Exclusion from that race

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Note: The ~~Director~~ **Clerk of the Course**, Chief Scrutineer andSenior Flag Marshal and other specifically-appointed personnel act as officials in regard to the above offences. In addition, observers will be appointed, and they will be judges of fact with regard to jumped starts and short cutting.

10. DRIVING CONDUCT

Curves, 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.

However, manoeuvres liable to hinder other drivers such as premature direction changes, deliberate crowding of a vehicle towards the inside or the outside of the curve, or any other abnormal change of direction are strictly prohibited and may be penalised, according to the seriousness of the action.

Any obstructive manoeuvre carried out by one or several drivers, with or without common interests, is prohibited. The persistent driving abreast of several vehicles, as well as in a fan-shaped configuration, is allowable only if there is not another car trying to overtake.

11. FLAGS/SIGNALS

11.1 Signals: Signals will be given generally in accordance with Article 3.1 of Appendix H of the NCR (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport). Light signals may be used in addition to or in place of flag signals, providing they are the same colour. Organisers must make provision for the use of the following flags or equivalent light signals.

Blue flag	Blue light
Red flag	Red light
Yellow flag	Yellow light
Green flag	Green light
Black flag	
Black flag with white stripe (protest lodged against you)	
Chequered flag	

11.2 Signalling locations: Sufficient signalling locations shall be provided, and in suitable positions, to adequately cover the course.

They shall be positioned so that the drivers can clearly see any signals given under most racing conditions. They must afford adequate protection to the marshals at that point.

11.3 Variation to signals: Subject to the approval of the stewards, local variations of signalling are permitted, providing they do not represent a major departure from Appendix H and provided also that all competitors are fully advised of the changes.

12. TRACK SAFETY

12.1 Lighting: The track shall be adequately lit for all racing conditions. Any man-made lighting systems shall be positioned so as not to interfere with the drivers' vision when traversing the course in the normal fashion.

13. BREAKDOWN

The driver of any vehicle that breaks down (due to either mechanical failure or collision) shall remain strapped into the car until directed to leave the car by a course official. If a dangerous situation exists within the car, such as a fire, the driver may exit the vehicle, but should be aware of the proximity of other competing vehicles.

14. MULTIPLE ENTRIES

Multiple entries are permitted as follows:

(i) A Super 1600cc Buggy, with the same driver, may also be entered and compete in Unlimited Buggy Class, and

(ii) A Super l600cc Buggy already entered in Super l600cc Buggy class may also be entered in Unlimited Buggy class with a different driver.

15. GENERAL

Any competing vehicle having left the course with all four wheels shall:

(i) rejoin the course as near as possible to the point of exit (compatible with safety), and

(ii) not rejoin the course until it is safe to do.

In the event of an incident on the course, until instructed otherwise by the ~~Director~~ **Clerk of the Course**, the incident will be attended only by those officials responsible for the sector concerned. It is imperative that officials in other sectors remain at their posts and continue to perform their duties until otherwise directed.

In particular, no crew members are permitted onto the course without the ~~Director~~ **Clerk of the Course**'s permission. Action may be taken against any competitor whose crew members commit any breach of this regulation.

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