OFF ROAD

Off Road Standing Regulations

1. DESCRIPTION

1.1 Off Road events are timed events, but not speed events, conducted primarily on sand and/or defined tracks in desert or bush areas. Because the nature of off road events emphasises negotiation of difficult terrain, including contrived and natural obstacles and difficulties, the emphasis is on vehicle and driver ability rather than on outright vehicle speed.

1.2 Off Road events are conducted under the International Sporting Code of the FIA, the National Competition Rules of CAMS, these Standing Regulations and such Supplementary Regulations as may be issued by, or in conjunction with, the organisers of specific events.

1.3 The organisers may issue Further Regulations and/or instructions to Competitors (previously referred to as "entrants") and/or to drivers. Provided that they are issued in accordance with the NCR (see NCR 55 and 65), such regulations shall have the same effect as these regulations.

2. DEFINITIONS

2.1 Short Course event: An off road event conducted on a circuit not exceeding 15km in length.

2.2 Long Course event: An off road event, normally of not less than 100km in total distance, conducted on a course which is more than 15km in length.

2.3 Time: The actual time taken by each competing vehicle to complete the course.

2.4 Score: The time taken to complete the course, to which any penalties incurred have been added.

2.5 Results: The ranking of scores provided by the timekeeper to the Clerk of the Course and verified by him before publication.

2.6 Section: Events may be divided into sections. A section may, but will not necessarily, consist of one or more laps or passes of the course. A section will be started by the order of the starter, and will end on the display of the finishing flag to the relevant Competitor.

2.7 Short-cut: Shortening, or otherwise failing to follow, the course in such a way as to gain an advantage.

2.8 False Start/Jumping the Start: A false start occurs when an automobile under starter's orders is outside its prescribed position or is moving when the starting signal is given. Automobiles will be deemed to be under starters orders 10 seconds prior to the start signal.

3. COMPETITORS

3.1 Competition licences: For competition licence requirements, refer to "General Regulations of CAMS" in the CAMS Manual of Motor Sport.

(i) Where the driver of an automobile is less than 18 years old and does not hold a current civil driver's licence, he must be accompanied at all times while competing by a crew member, *in the vehicle,* who either holds a current civil driver's licence or is not less than 18 years old.

(ii) The minimum age for participation in off road events is:

(a) below State Championship

except where this contravenes State legislation:

- Driver 14 years
- Co-driver 14 years
- Navigator 12 years

(b) State Championship and higher

except where this contravenes State legislation:

- Driver 16 years
- Co-driver 16 years
- Navigator 14 years

(c) International events

At the discretion of CAMS.

3.2 Crews:

(i) In short course events crews may consist of either one or two persons, as specified in supplementary regulations.

(ii) In a long course Off Road event, the crews of each vehicle shall consist of two persons except where class

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regulations permit an automobile to be fitted with only one seat, in which case the crew shall consist of only one person.

(iii) Not more than two members of the crew shall occupy any competing car at any time.

(iv) Crew members will be designated as:

- Driver: may drive and/or navigate.
- Co-driver: may drive and/or navigate, but is likely to be navigator at the start of the event.
- Navigator: may only navigate.

3.3 Eligibility:

(i) Club events may be contested only by members of the organising club.

(ii) Multi-club events may be contested by members of the organising club or of one of the invited clubs specified in the event supplementary regulations.

(iii) State and national championship events may be contested by any CAMS National Off Road Licence holder complying with the provisions of article 3.1.

3.4 New drivers: Drivers participating in one of their first two off road events, and/or in their first event of State level or above, shall have displayed on the rear of the car a "P" plate as described in Schedule K (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

3.5 Attire:

(i) During all competitions, crew members are required to wear:

(a) helmets complying with a standard listed in Schedule D (refer "General Requirements for Cars and Drivers")

(b) apparel complying with the provisions of Schedule D.

(ii) In vehicles not fitted with full windscreens, crew members must also wear goggles or visors complying with the provisions of Schedule D.

3.6 Entries: Supplementary Regulations must stipulate the maximum number of entries which will be accepted for the event.

3.7 Selection: Supplementary Regulations are to specify the means of selection of entries should the event be over-subscribed.

4. VEHICLES

4.1 Eligibility: All vehicles used in off road competition must comply with the provisions of "Off Road" in the CAMS Manual of Motor Sport.

4.2 Vehicle classes:

(i) Vehicles will be classified as follows:

Pro Buggy	Buggies with engines over 1650cc and not exceeding 6000cc or petrol engines for 7200cc for diesel engines
Prolite Buggy	Buggies with engines up to 3500cc, naturally aspirated
Super 1650 Buggy	Buggies with engines between 1330cc and 1650cc
Sportsman Buggy	Buggies with engines not exceeding 1330cc
Clubman Buggy	Buggies with restricted engines not exceeding 1650cc (State level and below)
Performance 2WD	Modified 2WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines
Extreme 2WD	Highly-modified 2WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines
Production 4WD	Production 4WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines
Extreme 4WD	Highly-modified 4WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines

Separate competitions may be authorised by the Australian Off Road Commission for Trophy Karts complying with regulations published by CAMS.

(ii) Performance 2WD, Extreme 2WD, Production 4WD and Extreme 4WD may be further sub-divided on the basis of technical specification at the discretion of the event organisers. Details of such subdivisions are to be included in event supplementary regulations or series regulations.

4.3 General requirements: All vehicles shall comply with the General Requirements for Off Road vehicles, the Specific Requirements for the relevant class (refer "Off Road" in the CAMS Manual of Motor Sport), the provisions of Schedules A and B as appropriate (refer "General Requirements for Cars and Drivers"), and the supplementary regulations for the event. **For Trophy Kart competitions, please refer to the regulations pertaining to that category.**

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4.4 Log books:

(i) Each competing vehicle must be the subject of a current CAMS log book, which must be presented at scrutineering for each event (see Schedule L, Article 1 – refer "General Requirements for Cars and Drivers").

(ii) At events, log books are to be held by the Chief Scrutineer until the completion of competition for that vehicle.

4.5 Noise:

(i) Cars may be required to be subjected to a noise emission test prior to starting in any event or at any time during the competition. The maximum noise emission permitted from any vehicle is 95dB(A).

(ii) All noise testing is to be carried out with a noise meter approved by AORCom. The test position must be not less than 30 meters from the edge of the defined track when measured at an angle of 90° to the line of the track.

4.6 Refuelling:

(i) Refuelling may be undertaken only at points nominated by the organisers and specified in the Supplementary Regulations.

(ii) The fuel filler cap/s of the vehicle, and the caps/covers/plugs of all refuelling containers must remain securely in place until after all occupants have vacated the vehicle and disconnected themselves from it, and the engine has been switched off. It is not permitted either to switch on the engine, or for any person to enter the vehicle, until after the filler cap has been replaced on the vehicle, and the refuelling containers have been either re-closed or removed from the vicinity of the vehicle.

(iii) All persons involved in refuelling operations, or within two metres of refuelling or venting points whilst the vehicle is being refuelled, are to be attired in at least shoes and socks, and non-flammable clothing from wrist to neck to ankle.

4.7 Technical inspection: Each year cars may be required to be submitted for a thorough technical inspection by CAMS.

4.8 Navigation: The use of global positioning systems (GPS) or navigational assistance via radio or other electronic means is prohibited during competition.

4.9 Radios: Each automobile competing in a long course off road event (and recommended for all others) is required to carry an operational UHF radio, either hard wired or portable, of at least five watt power output. If the radio is equipped with 'VOX' this must be disabled. Any transmissions between Competitors and their crews must be on a channel other than those advised by the organisers for car to car, recovery crew or otherwise designated for use by the organisers. Any car to car communication is to be limited to occasions where cars are seeking to pass the car in front.

5. BEFORE THE EVENT

5.1 Practice:

(i) Practice is not permitted for long course events.

(ii) In the case of short course events, Supplementary Regulations shall state what practice if any is to be provided.

5.2 Scrutineering:

(i) Each competing vehicle must undergo a detailed examination for safety before taking any part in the competition, including any practice or prologue, and no vehicle may compete without the approval of the Chief Scrutineer.

(ii) Any car involved in an accident may be the subject of re-examination by the Chief Scrutineer or his delegate before being permitted to take further part in the competition.

5.3 Briefing:

~~At all events~~ **I**t is required that organisers provide a **crew** briefing **prior to the start of a competition on each day of an event.** ~~of Competitors between the end of the prologue and the start of the event, and that all~~ **Each** crew member~~s are~~ **is required** to sign on to indicate their attendance at the briefing.

5.4 Reconnaissance:

(i) For long course events, organisers are to provide the opportunity for reconnaissance of the course by Competitors.

(ii) This reconnaissance, the time for which will be specified in supplementary or further regulations may, unless otherwise stipulated, be undertaken in any vehicle available to the Competitor, but the number of passengers in each vehicle is limited to the number of seats equipped with seat belts.

6. THE COURSE

6.1 Surface:

(i) The surface and terrain of the course should be varied.

(ii) The course should be clearly defined and arranged in a way that minimises the likelihood of competing vehicles straying therefrom unintentionally, or of a collision between competing vehicles travelling on other parts of the course.

(iii) Shortcutting and deviation from the course, which includes driving on the course against the direction of travel, are strictly prohibited.

6.2 Approval: Prior to any event taking place, the course must be approved by the relevant state office of CAMS, which at its sole discretion may decide whether or not to carry out an inspection prior to the event, and may require a plan of the course to be submitted with the application for permit. This plan must include the paddock/pit area layout.

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7. COURSE MARKING

7.1 Marking:

(i) The course is to be clearly marked, and examples of all signs used for course marking must be prominently displayed at the start.

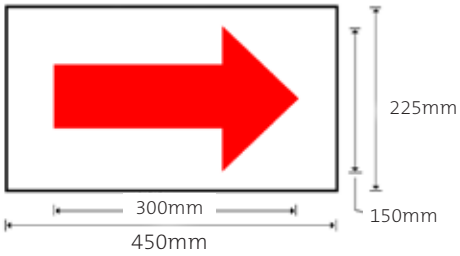
(ii) Unseen or blind hazards such as ditches, stumps, drop-offs, gates, gate posts or fences on or near the course are to be identified to Competitors in advance by means of appropriate markers or hazard signs, not less than 100m from the hazard, placed on both sides of the course. The absence of any such sign shall not be grounds for protest.

7.2 Course markers:

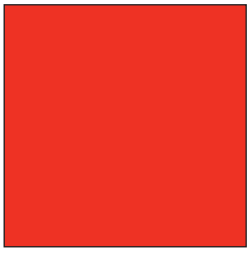
Marking signs must be as follows:

(i) **Direction arrows:** indicate the direction of the competition course. All direction arrows must be red on a white background. The arrow is to be at least 300mm long, and 150mm wide across the head, on a mounting board at least 450 x 225mm.

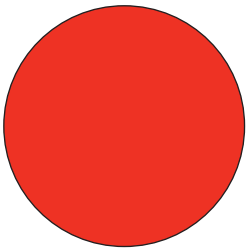
Direction Arrows



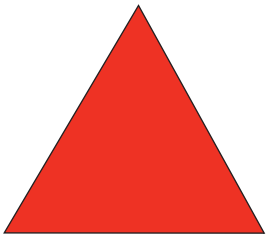
(ii) "**Danger" signs:** indicate a hazard likely to require significantly more than usual care to traverse safely. They are to take the form of a vivid red square, one on each side of the course, placed at the hazard.



(iii) "**Pre-danger" signs:** indicate a "Danger" sign ahead. "Pre-danger" signs take the form of a red dot, at least 150mm diameter, on a white square background. They are to be positioned one on each side of the course, so that they provide adequate warning for vehicles travelling at competition speeds to slow sufficiently and traverse the hazard safely.



(iv) **"Caution" Sign:** to indicate hazards which warrant additional care in traversing, but which are not sufficiently severe to warrant the use of "Danger" signs. They are to take the form of a red triangle, with 300 mm sides, on a white background. They are to be placed at the hazard in question, one on each side of the course.



(v) **"No Road" sign:** to indicate a road/track/etc which is not part of the competition course. They take the form of a black "X" on an orange background, and are to be placed along the relevant side so they can be seen as early as possible by Competitors on the course.

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(vi) Except for direction arrows, all signs are to be mounted on boards at least 450 mm square.

(vii) Where necessary in order to provide adequate contrast with the surrounding terrain (eg, a white border around the "No Road" sign, when against a red dirt background), event organisers may apply to AORCom for permission to modify any of the above colours.

(viii) Notwithstanding the use of such signs, Competitors should not place total reliance on them, but continue to exercise due care at all times.

7.3 Positioning of markers: Within the constraints of Art 7.2, all markers should be placed where they are most easily visible to competing crews, and where they are least likely to be displaced by competing cars, in accordance with the following guidelines:

Arrows	Indicates direction of travel.
	To be placed on the left-hand side of the course, clearly visible 40-50 metres before the corner.
	Use two arrows, one on each side of track to have cars go between.
Large Arrows (eg, Pines)	To be placed head-on at the corner – must be preceded by the regular directional arrow 50 metres before.
Caution	To be placed on the caution, both sides of the track.
Pre-Danger	To be placed approximately 100 metres before danger, both sides of track.
Danger	To be placed on the 'danger', both sides of the track.
No Road	To be placed on the 'no road', clearly visible.
	Where the possibility exists of intersecting with another road where competition is occurring or with members of the public, another form of immovable delineation should be placed on or over the road to ensure a collision does not occur.

8. START

8.1 Number of starters: The number of starters shall not exceed four per kilometre of lap distance, unless CAMS approves otherwise.

8.2 Start order:

(i) All cars must start in the order prescribed by the organisers. In long course events, this is normally based on the result of a prologue.

(ii) Should any Competitor not attempt or complete the prologue due to accident or mechanical malfunction, the organisers may at their discretion allocate a starting position based on information before them relating to the usual performance of the driver/s in question. Otherwise such drivers/crew will be allocated starting places behind those who did complete the prologue. For rounds of the AORC no Competitor who has applied to be seeded may be seeded within the top 10% of cars starting the event, if fewer than 100; and not within the top 10 cars if more than 100.

(iii) A driver/crew may make only one unimpeded attempt at the prologue. Where a crew has been stopped or delayed by an official, to render assistance where bodily harm might be expected to have occurred or by the course becoming impassable, the Stewards may at their absolute discretion approve another attempt. Any request for another attempt must be made through the Clerk of the Course.

(iv) Notwithstanding the provisions of Art 8.2(i) above, event organisers may conduct "Top 10 Shootout"-type activities. Such activities may require a specified number of the fastest vehicles in the event prologue to compulsorily compete on a one-at-a-time basis over a designated course, with the results of that activity re-determining the starting order amongst those participants. In such cases normal seeding for the event would take place after the shootout. Where such an activity is conducted, relevant details are to be included in the event Supplementary Regulations.

(v) Where a driver/crew is deemed by the Stewards to have infringed the regulations during prologue, that driver/crew will be deemed not to have finished prologue and shall be seeded as such. The penalty for an infringement during prologue shall be a time penalty of five minutes to be added to their Section 1 time at the end of the event. Should the circumstances warrant, the Stewards may apply additional penalty. The penalty shall be recorded, irrespective of whether the driver/crew finishes.

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8.3 Intervals:

(i) Cars should be started singly and at intervals of not less than 15 seconds. Having regard for the nature and length of the course, CAMS may authorise a greater number of cars to start simultaneously subject to its specific approval.

(ii) The starting intervals may be made greater, having due regard for prevailing conditions of topography and visibility.

8.4 Starter's orders:

(i) Drivers shall be under starter's orders upon arrival at the start line.

(ii) Any driver who fails to proceed to the start at the direction of an official may forfeit his run or, alternatively, may be deemed by the organisers to have started at his designated start time.

(iii) In short course off road events where a marshalling area is being used, a Competitor who arrives at the start late may, at the discretion of the event Clerk of the Course, be held in the marshalling area until after the entire field for that group has started. He may then be released from the marshalling area to the start line, where he will be started by the starter. In such circumstances his recorded start time will be the start time he would have had had he started from the grid at his correct time.

8.5 Permission to start:

(i) No event, or prologue, may be commenced without the Chief Steward's permission.

(ii) Before starting the event, or prologue, the Clerk of the Course is to provide to the Chief Steward a completed *Form 5-3-5* (Track Equipment and Personnel Report) certifying that the course is fully manned and ready for competition. Once he is satisfied that all is in order, the Chief Steward will give his permission for the event, or prologue, to commence.

9. DRIVING CONDUCT

(i) During the event, a vehicle alone on the course may use the full width of the course.

(ii) As soon as it has been caught by a vehicle which is either temporarily or consistently faster, the driver of the slower vehicle is to give the other vehicle right of way as soon as possible, pulling to the side and stopping if necessary.

(iii) The desire to overtake shall be signalled by the sounding of the horn and/or the flashing of headlamps. Running into the vehicle ahead is not an acceptable method of signalling this desire.

10. FINISH

10.1 Short Course: To be classified as a finisher in short course events, a ~~Competitor~~ **crew** must complete all laps of the course unless specified otherwise in Supplementary Regulations.

10.2 Long Course: In long course events, to be classified as a finisher a ~~Competitor~~ **crew** must complete the entire course; ie, must start and finish all laps and must pass through all passage controls in the correct direction, unless the Supplementary Regulations provide otherwise.

10.3 General:

(i) Organisers must exercise care to ensure that adequate time exists for each of the ~~expected entrants~~ **entered crew** to complete the event assuming a trouble-free run.

(ii) To be classified as finishers, vehicles must reach the finishing line at the end of each lap under their own power, with the crew seated in their correct positions in the vehicle, and within the time allowed as stipulated in the event regulations.

(iii) ~~Competitors'~~ **Each crew's** times will be credited only when all wheels of the car are within the course as it crosses the finish line.

(iv) Any vehicle which is towed or pushed by any other vehicle (other than an official vehicle provided by the organisers) for more than 400m on any lap shall be excluded from results.

11. PERFORMANCE

11.1 Short Course:

(i) The criteria of performance in short course events shall be the total elapsed time, including penalties if any, or as otherwise specified in event regulations.

(ii) Whether the cars are started consecutively or simultaneously, their relative positions at the conclusion of the specified number of laps shall in itself have no effect upon the results.

11.2 Short Course event penalties:

(i) jumping the start**/false start**: one minute;

(ii) striking a course marker: 30 seconds per marker;

(iii) not following the prescribed course, or displacing any course marker: one minute, but up to 15 minutes if so provided in Supplementary Regulations;

(iv) dangerous driving: exclusion, and

(v) deliberate interference with or impeding other Competitors: one minute each occurrence.

(vi) The last two penalties may be imposed without prejudice to such additional penalty as may be deemed appropriate by the Stewards.)

11.3 Long Course:

In long course events, results may be determined by elapsed time, by the use of timing increments, usually of one second.

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12. RESULTS

12.1 In long course events organisers should provide progressive results after each lap.

12.2 The Secretary of the Meeting is to forward results to CAMS and to each Competitor in accordance with NCR 174.

12.3 Where an event is stopped prior to the scheduled finish for reasons of *force majeure*, results are to be determined on the basis of the order in which those Competitors who have not retired or been excluded last passed through the finish control, together with the number of laps they had completed as they passed through that control.

13. SAFETY

13.1 Medical services: As specified in the General Regulations of CAMS – Medical Services/Requirements (refer "General Regulations of CAMS" in the CAMS Manual of Motor Sport).

13.2 Fire equipment:

(i) Suitable fire fighting equipment must be provided at the start, in the paddock, in the refuelling area and at the finish line.

(ii) Whilst any vehicle is being refuelled, its engine must be turned off and no crew member may occupy the car (refer article 4.6).

(iii) When refuelling is undertaken other than in a designated refuelling area, at least one person must hold a fire extinguisher ready for use.

13.3 Spectators:

(i) When spectator attendance can be expected it is the organisers' responsibility to provide safe viewing facilities.

(ii) For certain events, CAMS may require the appointment to the organising committee of a person with responsibility for spectator control.

(iii) Every spectator point must be manned by clearly identified spectator marshals who must work under the direction of a senior marshal. Areas in which spectators are prohibited must be clearly identified.

13.4 Paddock enclosures:

(i) The paddock enclosure must be not less than 45m from the course unless there is a suitable protective or natural barrier.

13.5 Flag signals:

(i) Flag signals may be used to warn ~~Competitors~~ **competing crews** of danger, or of other situations requiring caution.

(ii) When used, flag signals will have the same meanings as those specified in Appendix H to the NCR (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport), and this use is to be indicated where applicable both in event regulations and at drivers' briefings. The signals are also to be given as specified in Appendix H to the NCR.

13.6 Hot work areas: At all events the organisers are to establish a designated "Hot Work Area", specifically set aside exclusively for welding, grinding and other similar hazardous activities. Such activities are prohibited outside these designated areas.

13.7 Off Road Long Course emergency procedure

(i) **Signs:**

(a) All vehicles shall carry at least one "OK/SOS" sign and warning triangle. This will have the green "OK" symbol on one side and the red "SOS" on the other side (the latter in "landscape" view), and be printed on a white card (minimum 130gsm) or plastic board. This card must be at least A4 size (297mm x 210mm).

(b) As an alternative, organisers or crews may supply their own rigid signs providing that the area of the mounting sheet is at least 620cm^2 and the letters and symbols are clearly discernable and fit for purpose. Such signs may be mounted on to rectangular or triangular self-supporting brackets.

(c) Organisers are required to provide the "OK"/"SOS" signs and these signs will be incorporated into a Booklet (preferably weatherproof), which will also include the Long Course Emergency Procedures, Incident Reports and other appropriate information deemed necessary by the organiser.

(ii) **Warning triangle:** In the event of a car stopping on the course a warning triangle must be displayed in a conspicuous position approximately 50 metres behind the car except where the car does not present a hazard to any following cars and crew or the crew of the stopped car. Following crews sighting the warning triangle must drive with caution and reduce speed until the stopped car has been passed.

(iii) **Procedure in case of injury:**

(a) In the event of an accident where injuries are sustained that require immediate medical attention, the "SOS" sign must be clearly displayed to following vehicles.

(b) If the "SOS" sign is displayed, or if a vehicle is stopped and no sign is displayed, then the next two crews must stop and render assistance.

(c) Unless signalled to render further assistance by the two crews on the scene, or the competition has been neutralised by the Clerk of the Course, other crews shall pass the scene safely at reduced speed as though under yellow flag conditions, and then recommence competition once clear.

(d) If medical attention is required, event command shall be informed by way of on-board radio or mobile telephone. If neither is available or operable, having noted the position of the stopped vehicle and the general nature of the injury, one of the stopped crews is to depart for the next recovery/radio point,

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travelling in the direction of the competition route. The recovery crew shall then inform event command of the incident.

(e) The Clerk of the Course may allow time lost by the crews next on the scene after an accident, provided that accident is such that bodily harm might reasonably be expected to have occurred or to be imminent.

(f) An incident report must be lodged (which should include details of any witnesses) as soon as practicable with the Clerk of the Course.

(iv) **Procedure where no injury occurs:** If a car is stopped on course for any reason (eg, mechanical problem, crash) and no injuries are sustained that require medical attention, the "OK" sign must be clearly displayed by the crew involved to following vehicles.

(v) **General:**

(a) Both the warning triangle and the "OK" sign must be left on display for the entire length of the time that the car is stopped on the course, regardless of whether or not the crew remain with the car. Failure to display either or both these signs as appropriate may result in disciplinary action being taken. Crews are required to remove the warning triangle once the stopped car has been moved to a safe position and no longer presents a hazard, or they recommence the competition.

(b) In displaying the applicable signs, crews must consider their own safety and stay a safe distance from the competition course. It is recommended that the appropriate sign be securely attached to the vehicle itself in a location that will be obvious to passing cars. Race tape or cable ties are possible methods of attachment.

(c) If it is possible to do so without endangering the crew or officials, the car should be moved a safe distance from the competition course.

13.8 Assistance from aircraft: Assistance for competing crew from persons in helicopters or other aircraft is permitted only for the purpose of assisting in an emergency situation.

14. VENUE

The following areas should be clearly delineated at the venue:

14.1 Camping ground – competitors: The camping ground should be separate from any public camping ground and provide for Competitors and their families.

14.2 Paddock area:

(i) The paddock is the area where the competing cars and support services are located during the event. It should be separate from the camping area and from the spectator area.

(ii) The paddock may be designated as "pits" for various times throughout events.

14.3 Pits:

(i) The pits are for use by competing cars only, and only for the purpose of refuelling and running repairs during the event.

(ii) Only crew members, pit crew members and officials may be admitted to the pits. As it is part of the track, members of the public, and particularly children, must be kept out of this area.

(iii) During competition, any vehicle which leaves the pits, other than to rejoin the event or to go to a designated refuelling area, will be deemed to have withdrawn from the event.

15. CANCELLATION, ABANDONMENT AND ALTERATION

The promoters may reserve the right to abandon an event if in their opinion the number of entries is insufficient, or with the permission of the Stewards, if conditions constitute *force majeure* as outlined in NCR 59.

16. AUSTRALIAN OFF ROAD CHAMPIONSHIP

See Australian Off Road Championship Sporting Regulations and "General Regulations of CAMS" in the CAMS Manual of Motor Sport. In the event of any conflict between AORC Sporting Regulations and the Off Road Standing Regulations, AORC Sporting Regulations are to take precedence.

17. COMPASSIONATE TIME ALLOWANCE

Event Clerks of the Course may, at their absolute discretion, award compassionate time to any Competitor who stops during an event to render assistance where bodily harm might reasonably be expected to have occurred, or to be imminent.

18. DUAL-STATUS EVENTS

(i) For dual-status off road events, the per capita permit fee applicable to the lower status component of the event will be payable by event organisers in respect of those Competitors competing only at the lower level, provided that these Competitors may only complete for a maximum of 75% of the total distance of the higher status component, and do not appear in the results of the higher status component.

(ii) For all other Competitors the fee applicable to be higher status component will be payable.

19. PENALTIES

The following are offences against these Standing Regulations, and are to result in the imposition of the following penalties:

(i) Unauthorised towing for more than 400 metres on any one lap – *Exclusion*

(ii) Failure to report at a main (time) control – *Exclusion*

(iii) Other breaches, as prescribed in event regulations – *Up to 100 minutes.*

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