



Version: 1/2017

STANDING SUPPLEMENTARY REGULATIONS

OBSERVED SECTION TRIAL

Preamble

Observed Section Trials events were introduced to Australia from England in 1950 by the late John Pryce and have since been conducted regularly by the Austin 7 Club Inc.

Observed Section trials are intended to be of strictly amateur status and involve the cars traversing marked sections of muddy or slippery surfaces or tortuous, steep, or otherwise difficult terrain. The purpose of each competitor is to traverse the whole of each section non-stop from a standing start, without departing from the marked course or hitting any of the markers en route.

Sections, which may vary on length from 25m to 200m, are each divided into 10 parts, each marked by opposite pairs of pegs or markers. Points are awarded for the number of such pairs passed by the leading edge of a front wheel before the non-driving wheels both cease rotating. Pegs need not be at uniform intervals along the section - the distance apart determined solely by the estimated degree of difficulty; however they must always be widely enough spaced in each pair for it to be possible for cars to pass between without touching them.

The competition must not be timed, nor shall the highest speed attained be in any way a determinant of the competition: in fact, high speed is usually penalized by hitting markers, colliding with obstacles or leaving the course. The purpose is to maintain traction and maneuverability under difficult conditions.

Prior to constructing or modifying an OST Car, please check with the Austin 7 Competition Committee member to ensure specifications are relevant or in a state of imminent change. The OST Committee would be most happy to provide assistance with the interpretation and explanation of these specifications, or on any area of car construction.

The Club periodically adopts The Observed Section Trials Formula. This formula describes the constructional requirements for cars taking part in Observed Section Trials. Supplementary Regulations for individual events may be added to or subtracted from these requirements to meet special cases, but such alterations shall be kept to an absolute minimum.

This Formula will remain in force for the duration of the year of issue without alteration and will be reviewed annually in the final quarter of each year. Any amendments must be approved by a special general meeting of the Austin 7 Club Inc. and will be announced by 1st January, and the Formula as amended shall then remain in force for the ensuing 12 months.

Announcement

The Austin 7 Club Incorporated, hereinafter referred to as the Club, will conduct an Observed Section Trial which will be conducted under the authority of the International Sporting Code of the FIA, the National Competition Rules (NCR) of CAMS Ltd, the Observed Section Trials Formula, the CAMS Passenger in Vehicle guidelines (PIV), the Standing Supplementary Regulations - OST (SSR), these Supplementary regulations (SR) and any Further Regulations (FR) or instructions that may be issued.

1. Vehicles Eligible

Each vehicle must comply with the current Observed Section Trials Car Formula as amended from time to time by the Austin 7 Club Inc. and as published in the current CAMS Manual of Motor Sport.

2. Vehicle Fuel

All fuel used must be in accordance with Schedule G of the current CAMS Manual. Re-fuelling should be done in the designated refueling area and re-fuelling of cars in any other area than the refueling area and the competitor area (paddock) is strictly prohibited.

3. Entries

Entries will open as indicated in the CAMS Event Entry system (CEE), and close forty-five minutes prior to the start time of the event. Each entry must be submitted thru CEE or, by negotiation, to the secretary of the meeting on the official entry form available on the Club website. The appropriate entry fee must accompany entries. A current CAMS Level 2NSJ license, or superior, and Club license will be inspected at the time of entering the event. The promoter reserves the right to refuse entry in accordance with NCR83.

4. Scrutiny of Vehicles

Pre-season scrutiny of cars for safety and compliance with the Observed Section Trials car formula (as published in the Current CAMS Manual of Motor Sport) and these Standing Regulations is mandatory. The time, date and venue will be as specified in the club magazine ("The Light Shaft"). Following pre-season scrutiny, a new club logbook will be issued to each vehicle owner. The club logbook must be presented to the scrutineer at the trial before an entry can be accepted.

5. The Course

The course shall consist of a number of Observed Sections.

The onus is on the competitor to report on time to the Observed Section start in correct order.

Observed Sections must be traversed non-stop from a standing start and within the indicated area which shall be clearly indicated and marked by Blue coloured posts for the start and Red coloured posts for the Finish. The course will be marked with pairs of posts through which the vehicle must pass without touching them. The right hand post will have a number from 1 to 9 and these posts must be passed in ascending sequential (1.2.3 etc.) order additional non scoring course marker posts shall have a blue flag attached to the top of the post. Each competitor will have a clear run and may inspect the course on foot before attempting it.

A car shall be deemed to have "failed" if the un-driven wheels cease to revolve in a forward direction in relation to the section, or when the car is deemed to have departed from the section, or when any part of the car comes into contact with any course markers. Officials on the course may signify a vehicle has failed by displaying a red flag.

Cars may not receive outside assistance whilst attempting a section.

6. Running Details

- (a) Each driver and car must report to the start not later than forty-five minutes before the start time of the event. Points will be deducted for lateness at the rate of one point per minute to a maximum of ten points.
- (b) Each section will close when the last available competitor has completed the section. Any car, which has not reported ready to run at that start, will be deemed to have omitted the section. A competitor may request the Director to keep a section open so that he may complete that section. The Director may grant this request if in his opinion, the competitor has good reason to make this request, and that it will not seriously interrupt the running of the event or other competitors. If the Director grants a competitor's request to keep a section open, then the competitor must report ready to run the section no later than 5 minutes after the last competitor's score has been called.
- (c) Competitors will be permitted five minutes to inspect a section prior to attempting it and must be ready to proceed to the Start (Blue marker posts) in the correct running order when called to do so by an official.
- (d) After completion of each section the order of starting will be changed as determined before the event by the director.

7. Scoring

- (a) Scoring will be as judged by the appointed officials only.
- (b) Except for the two time penalties specified in section 6, which will be judged by the Directors, all scoring shall take place at Observed Sections, and shall be points gained.
- (c) Each section shall have a score of ten points and will be divided into 10 increments. Numbered posts will be used and the score gained shall be the number of the highest numbered posts passed before failing.
- (d) The leading edge of the foremost front wheel shall be deemed to be the point reached by the car when it fails.
- (e) To gain maximum points in each section, the whole car must pass between and beyond the red finishing posts
- (f) Placing in the event will be determined on the aggregate of points scored in all sections, less any penalties as specified.
- (g) The scores will be totaled for all the sections, penalties deducted and the result noted for each competitor.
- (h) The winner shall be the competitor with the highest score.
- (i) Competitors with equal scores will be given the same placing
- (j) Presentation of Trophies will be at the Austin Seven Club's Annual Presentation Evening at the conclusion of the season.

8. Drivers and Passengers

The minimum age for a driver shall be 16 years and passenger 14 years. Where the driver of the vehicle does not hold a civil drivers license the minimum age for a passenger shall be 18 years. All drivers and passengers must be members of the Austin 7 Club Incorporated or specifically invited CAMS affiliated clubs (Multi-Club events only). Insurance will be provided in accordance with Appendix I of the current CAMS Manual. Passengers must sign the relevant disclaimer before participating in the event.

Drivers must use, throughout the event, the car in which they start.

All new drivers and passengers will require to be evaluated by the OST Subcommittee prior to their entry being excepted.

The one passenger and driver must normally be seated whilst attempting a section. Both must wear approved seatbelts, which will be checked at the start of each section. Bouncing is permitted only within the confines of the car's seating compartment (see Section 5 in the Formula). During bouncing, the weight distribution of the body must be transmitted to the seat cushion by the bouncer's posterior. Removal of seat belts and standing are forbidden.

Drivers and passengers must have their arms and legs clothed when attempting each section.

All competitors must wear eye protection.

9. Starting

The order of starting will be determined by ballot. The Director of the event will determine alterations in the order of competitors starting each section, but the running order will not be changed.

10. Deletion of Sections

Any section or sections may be deleted from the course at the discretion of the Director, or CAMS Stewards.

11. Officials

The Director, Secretary and all nominated Officials shall be Judges of Fact and shall judge competitors' compliance with these regulations.

12. Protests: Any protests must be made in accordance with Part XII of the NCRs of the Current CAMS Manual

13. Abandonment: In accordance with NCR59 of the current CAMS Manual.

14. Notes for Directors and Competitors

Discretion in favor of the competitor should be exercised, when the un-driven wheels cease to revolve momentarily, or when some part of the car or driven wheels is overcoming an obstacle. However, rolling back must always be regarded as "failing". It is confirmed that the competing car "fails" when any part of the car comes into contact with (touches in any part/way) any course marker.

It is strongly recommended that an adequate number of officials be appointed, to judge performance over an entire section. These officials should be briefed and they should be particularly instructed that a marker displaced by flung mud or by the yielding of soft ground must not be judged as being hit.

It is most important that the judge notes carefully the position of the leading front wheel at the point of failure, as cars often roll back after failing. The score must be calculated from the furthest point reached, not necessarily where it finally comes to rest

15. Passenger In Vehicle (“P.I.V.”)

During the non-competitive transportation sections of the O.S.T. event, Non-competitors may be taken as passengers provided they complete the relevant passenger in vehicle disclaimer (and the parent/guardian disclaimer if required) and have permission from the Clerk of Course to do so. Passengers, who are allowed to participate, will receive a coloured wristband to confirm their authorization. These passengers will not be able to participate in any competitive section of the event therefore can be of any age.

16. Anti Doping Policy

Use of prohibited substances:

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A and 145B of the CAMS Manual of Motor Sport. In addition, the persons concerned will be subject to the articles of the Standard Operating Procedure for Alcohol Testing, the CAMS Anti-Doping Policy and the CAMS Illicit Drugs in Sport (Safety Testing) Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s). Other Prohibited Substances: the CAMS Anti-Doping Policy, as appears in the CAMS Manual of Motor Sport, and as amended from time to time, recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the CAMS Anti-Doping Policy conflict, the CAMS Anti-Doping Policy will apply. Additionally, in any areas where the National Competition Rules and the CAMS Illicit Drugs in Sport (Safety Testing) Policy conflict, the CAMS Illicit Drugs in Sport (Safety Testing) Policy will apply.

17. Exclusion:

The Event director may exclude from further competition any competitor who disobeys the direction of an official.

Drivers are obliged to drive in a responsible manner at all times during an OST event. Displays of bravado, petulance or irresponsibility will be deemed by the OST sub committee as bringing a negative image to the sport, and will be referred to the Club Committee. Penalties may include exclusion from the event and loss of the events points in the Aggregate Trophy.