

Supplementary Regulations

Speed and Non-Speed Events - 2026



NAME OF EVENT	2026 OST 6
TYPE OF EVENT	Club Observed Section Trial
VENUE/LOCATION	COWDEN ROAD, NEERIM SOUTH, VIC, 3831

The Event will be conducted under the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of Motorsport Australia, the Motorkhana Standing Regulations, The Motorsport Australia Passenger Ride Activity Policy the Motorsport Australia Come and Try Policy, these Supplementary Regulations and any Further Supplementary Regulations or Bulletins which may be issued. The Event will be conducted under and in accordance with Motorsport Australia's Occupational Health and Safety Policy, Integrity Policies, Legal Policies, Risk Management Policies, Safety 1st Framework and any other relevant Policy. Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia.

PERMIT NUMBER	
EVENT START DATE	11 th JULY 2026
EVENT END DATE	12 th JULY 2026

ORGANISING CLUB/PROMOTER	Austin 7 Club
ADDRESS	PO Box 462, Moorabbin, VIC 3189
EMAIL	secretary@mudtrials.org

CLERK of the COURSE	LOUISE SCHWEIGER	MEMBER ID	1706749
SECRETARY	STEPHANIE COX	MEMBER ID	1053427
SCRUTINEER	Stuart Schweiger	MEMBER ID	9909092
SCORER	Stephanie Cox	MEMBER ID	1053427
JUDGE OF FACT	JASON STOCK	MEMBER ID	20002667
CHIEF STEWARD		MEMBER ID	
SECOND STEWARD		MEMBER ID	

ENTRIES	30
ENTRY FEES	\$40.00

MINIMUM LICENCE REQUIREMENTS	Speed / Speed Junior		
EVENT START TIME	10:00am		
DRIVER BRIEFING TIME	9:30am	LOCATION	Pits
SCRUTINEERING TME	9:00am	LOCATION	Pits

1. DESCRIPTION AND COURSE

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 penalised by hitting markers, colliding with obstacles or leaving the course. The purpose is to maintain traction and manoeuvrability under difficult conditions.

The course shall consist of a number of Observed Sections with each section ranging from 25m to 100m.

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 automobile 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.

An automobile 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 automobile is deemed to have departed from the section, or when any part of the automobile comes into contact with any course markers. Officials on the course may signify an automobile has failed by displaying a red flag.

Automobiles may not receive outside assistance whilst attempting a section.

2. SCRUTINY OF AUTOMOBILES

Pre-season scrutiny of automobiles for safety and compliance with the Observed Section Trials Standing Regulations (refer to Motorsport Australia Auto Test Appendix) is mandatory. The time, date and venue will be as specified in the club magazine ("The Light Shaft").

Following pre-season scrutiny, an Austin 7 Club Observed Section Trial Scrutineering Check Sheet will be issued to each Automobile owner and completed by the Scrutineer before an entry can be accepted. The Austin 7 Club Observed Section Trial Scrutineering Check Sheet and Austin 7 club issued logbook must be presented to the Chief Scrutineer at the first Observed Section Trial Event and any non-compliance(s) noted on Scrutineering Checklist to be rectified prior to Event.

Safety checks will be conducted at each Observed Section Trial. Austin 7 club log books must be presented at each trial prior to the safety check. Non-safety defects may have up to 3 trials to be rectified and will be noted in Austin 7 club issued log book. Critical safety and non-critical safety defects may be subject to disqualification from Event and will require rectification prior to next Event.

Each Driver of an Automobile must, of necessity, in any Competition comply with Motorsport Australia Self-Extraction requirements, in accordance with the Self-Extraction policy.

3. AUTOMOBILE FUEL

All fuel used must be in accordance with MOTORSPORT AUSTRALIA MANUAL TECHNICAL APPENDIX SCHEDULE G - FUEL

4. APPROVED TYRE LIST – OBSERVED SECTION TRIALS

Make	Model	
Maxxis	MA1	Last reviewed 12/10/2025
Michelin	XZX	Last reviewed 12/10/2025
Michelin	MXTE	Last reviewed 12/10/2025
Dunlop	SP sport 200 E	Last reviewed 12/10/2025
Hankook	Optimo K715	Last reviewed 12/10/2025
Nankang	Na 1	Last reviewed 12/10/2025
BF Goodrich	Vantage TA	Last reviewed 12/10/2025
OMNI	195/75R14 92S WSW (17mm)	Last reviewed 22/06/26

5. ENTRIES

Entries will open as indicated in the Motorsport Australia (MA) Event Entry system and close 5pm the day prior to the start time of the event. Each entry must be submitted thru MA Event Entry or, by negotiation, to the secretary of the meeting on the [official entry form](#) available on the Club website.

Entries after the closing date noted in the MA Event Entry may incur a 10 point late penalty (late entries without prior approval by the Secretary). The appropriate entry fee must accompany entries or paid as directed in MA Event Entry.

Competitors upon request must produce a valid and current:

- o Motorsport Australia Competition Licence
- o Licence Club Membership Card of Austin 7 Club, junior associate or higher
- o Austin 7 club issued Log Book (if issued)

Entries will be accepted in order of receipt unless otherwise specified.

Entries may be refused in accordance with the National Competition Rules (NCR).

Entries from competitors under 18 years of age must be counter signed/consented to by a parent/guardian.

The Organiser reserves the right to postpone, abandon or cancel the Event in accordance with the NCR.

6. DRIVERS AND PASSENGERS

The minimum age for a Driver shall be 16 years and Passenger 14 years. Where the Driver of the automobile does not hold a civil driver's licence 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 Motorsport Australia affiliated clubs (Multi-Club events only). *Passengers to hold minimum Austin 7 Club OST Associate Membership.*

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia

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

All new Drivers will require to be evaluated by the Austin 7 OST sub-committee prior to their entry being accepted.

The Passenger and Driver must be seated whilst attempting a section. Both must wear approved seatbelts.

Bouncing is permitted only within the confines of the car's seating compartment (see Section 7.2 in the Motorsport Australia Manual Auto Test Appendix Observed Section Trial Standing Regulations). 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.

6.1 Apparel & Helmets

Drivers and Passengers must have their arms and legs clothed from wrist to ankle (with no rips or tears) when attempting each section and wear enclosed footwear.

All competitors must wear eye protection.

Helmets in accordance with MOTORSPORT AUSTRALIA MANUAL TECHNICAL APPENDIX SCHEDULE D – APPAREL is not mandatory

7. EVENT PROCEDURE

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

Each driver and automobile must report to the race control (and/or pits) 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.

Each section will close when the last available competitor has completed the section. Any automobile, which has not reported ready to run at that start, will be deemed to have omitted the section. A competitor may request the Clerk of Course to keep a section open so that they may complete that section. The Clerk of Course may grant this request if in their 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 Clerk of Course 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 competitors score has been called.

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.

After completion of each section the order of starting will be changed as determined before the event by the Clerk of Course.

Any section or sections may be deleted from the course at the discretion of the Clerk of Course, or Motorsport Australia Steward(s).

7.1 Officials

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

7.2 Scoring

- (a) Scoring will be as judged by the appointed officials only.
- (b) Except for the two time penalties specified in sections 4 and 7, which will be judged by the Clerk of Course, 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 automobile when it fails.
- (e) To gain maximum points in each section, the whole automobile 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 totalled 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.

7.3 Passenger In Vehicle (non-competitive)

During the non-competitive transportation sections of the OST Event, non-competitors may be taken as passengers provided they complete the relevant passenger disclaimer form and the parent/guardian disclaimer (for passengers under 18 years) 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 authorisation. These passengers will not be able to participate in any competitive section of the event - minimum age 12 years.

7.4 Exclusion

The Clerk of Course 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 Austin 7 Club Committee. Penalties may include loss of points for the section, up to exclusion from the event and loss of the events points in the Aggregate Trophy as determined by the Clerk of Course.

7.5 Protests

Any protests must be made in accordance with sections 94 to 99 of the NCRs of the current Motorsport Australia

Manual

8. INTEGRITY

Smoking (which includes e-cigarettes and “vaping”) and any naked flame is prohibited within 3 metres of any refuelling/defueling operation. Motorsport Australia’s National Integrity Framework and any associated policy (including the Australian Anti-Doping Policy, Motorsport Australia’s Illicit Drugs in Sport (Safety Testing) Policy, the Motorsport Australia Alcohol Policy), apply to any activity authorised by Motorsport Australia as published at www.motorsport.org.au. Any Participant including the holder of a Motorsport Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol, any drug or other banned substance. In addition to any penalty imposed by Motorsport Australia, a further penalty/s may be applied by Sport Integrity Australia. Consumption of alcohol in any Reserved Area is prohibited until all Competition is concluded each day.

The manner in which the results will be determined and prizes awarded	SCORING FOR O.S.T. DRIVERS’ AGGREGATE COMPETITION for the season. Points are allocated as follows, for each trial: Starting 1 Point, Finishing 1 Point PLUS 1st : 15 Points, 2nd : 14 Points, 3rd : 13 Points, etc. down to 15 th : 1 Point The competition is decided on aggregate points for three less trials than the total conducted in the season. (ie if 12 trials for season, points are aggregated for best nine trials). Refer to AUSTIN SEVEN CLUB MANUAL for more details on OST perpetual trophies and scoring (including The Excelsior Cup).
OTHER EVENT REQUIREMENTS	

NOTES/BRIEFING FOR OFFICIALS AND COMPETITORS

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

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 automobiles often roll back after failing. The score must be calculated from the furthestmost point reached, not necessarily where it finally comes to rest.