



**SARDA**  
South African Radio Drivers Association

OFFICIAL COMMUNICATION

# SARDA OFF ROAD GAS RULES 2012

## **1. AIMS**

- 1.1 The aim of these rules, which are compiled by the South African Radio Drivers Association (SARDA) Off Road Gas, is to promote and encourage competitive 1/8<sup>th</sup> scale off road gas and electric auto racing in a fair and friendly manner.
- 1.2 The Rules are a set of minimum requirements to enable SARDA Off Road Gas sanctioned events to be run to uniform standards and are to act as a set of guidelines for new clubs to assist them with setting up their venue and organising racing events.
- 1.3 It is the duty of every SARDA Off Road Gas member to familiarise himself/herself with these rules. Should any query arise, the member should discuss it with a SARDA Off Road Gas Committee member or his club chairman.
- 1.4 Amendments and additions to the Rules may be decided upon at any time by a quorum of the SARDA Off Road Gas Committee – such quorum must include the duly elected SARDA Off Road Gas Race Director. Such amendments and additions shall become effective immediately upon notification in an official SARDA Off Road Gas publication.

## **2. AWARDS**

- 2.1 No cash prizes (including cheques, bank deposits or cash gift vouchers) will be given. The winners may receive merchandise prizes, trophies or certificates as the SARDA Off Road Gas Committee sees fit. The value of any one prize may not exceed R1 000.00 (One Thousand Rand).

## **3. TRACK CONSTRUCTION**

### **3.1 TRACK LOCATION**

- 3.1.1 Except by sanction of the SARDA Off Road Gas Committee, a new track may not be formed within a 5 (five) kilometre radius of any existing radio controlled venue, unless by the same club.

### **3.2 SAFETY**

- 3.2.1 The safety of spectators is of prime importance and must be considered when marking out the track and spectator areas. No spectator area should be marked out within 2 (two) metres of the track.
- 3.2.2 The safety of the Race Officials, drivers, marshals and mechanics is of equal importance but it is assumed that they are aware of any potential dangers.
- 3.2.3 Clubs should ensure that they have the necessary public liability insurance cover for non-SARDA Off Road Gas sanctioned events. It is assumed that all SARDA Off Road Gas sanctioned events will be covered by the Insurance held by the SARDA Executive.
- 3.2.4 The host club should ensure that all facilities are freely accessible to either the drivers or the public and comply in all respects with the relevant safety by-laws. This is particularly applicable to electrical and structural standards.
- 3.2.5 All clubs must have a fully equipped first aid box, a fire extinguisher and have the addresses and telephone numbers of the nearest doctor, hospital, fire station and police station on hand.
- 3.2.6 All clubs must display 2 (two) indemnity notices disclaiming any liability for accidental injury, damage or loss.

### **3.3 TRACK LAYOUT**

- 3.3.1 The inner and outer boundaries of the track surface must be distinctly defined. The material used to form these boundaries must be of such a nature that it will prevent the cars from going onto other sections of the track, but will not hinder the progress of the cars, e.g. grass verges must be cut at an angle. The demarcation between the racing area and the spectator area must also be such that a rouge car may not leave the racing area and potential endanger the safety of a spectator.
- 3.3.2 Corners must be clearly identifiable and the extremities thereof demarcated.
- 3.3.3 The track shall not include such obstacles or obstructions that could cause undue damage to cars, e.g. bricks, etc.

- 3.3.4 All tracks must have a clearly marked START/FINISH line. The START/FINISH line must be marked on the surface of the track by means of a white or yellow line, with a minimum width of 5 (five) centimetres, and shall cover the total width of the track. The scoring area should be located before the pit entry so as to avoid cars taking advantage of the laps being counted after breakdown.
- 3.3.5 The STARTING GRID should be able to accommodate at least twelve (12) cars along the track edge. The GRID surface must be of the same material as the track. The GRID layout must be as agreed upon by the Race Officials, depending on track conditions. The minimum spacing between cars will be 1(one) meter. The Race Director shall determine the locations of the pole position.
- 3.3.6 Cars must be prevented from going into other portions of the track.
- 3.3.7 If the AMB LAP SCORING SYSTEM is in use provision must be made for the installation of the AMB timing loop as follows:
- 3.3.7.1 2 (two) tubes of non-metallic material should be buried, 1 (one) on either side of the start/finish line, 45 (forty five) centimetres apart, approximately 2 (two) centimetres below the surface, across the entire width of the track. Some provision should be made for threading the loop wire through the tubes. The ends of the tubes should be protected from damage by passing cars after the loop is installed.
- 3.3.7.2 The end of the loop shall be a minimum of 300mm away from any other part/lane of the race track. This is to prevent incorrect transponder reads.
- 3.3.7.3 In the event of using an overhead transponder loop, the loop should be installed in such a way so as to provide good quality signal strength while not providing any hindrance to the moving cars. The loop shall also not contain any slack resulting in variable signal strength across the width of the track, with the possibility of no signal at the edges.

### **3.4 TRACK DIMENSIONS**

- 3.4.1 The track shall be a minimum of 250 (two hundred and fifty) metres in length, but it is preferable to design a track with a minimum lap time of 30 (thirty) seconds. This reduces the margin of error in lap scoring.
- 3.4.2 At no point should the width of the track be less than 3 (three) metres.
- 3.4.3 The main straight shall be a minimum of 25 (twenty five) metres in length and can be on a gradient.

### **3.5 DRIVERS STAND**

- 3.5.1 A DRIVERS STAND shall be provided and arranged so as to give all drivers a clear view of the track at all times. It must be of stable construction and raised above the track. Both the staircase and the STAND must have railings. The DRIVERS' STAND

must be able to accommodate 12 (twelve) drivers and 2(two) race officials. Ideally 800 (eight hundred) millimetres per driver should be allowed.

- 3.5.2 The DRIVERS STAND should also provide drivers with protection from the elements in the form of a suitable roof structure.
- 3.5.3 Wherever possible, the DRIVERS STAND shall be constructed in such a way that wheelchairs can be accommodated on the stand.
- 3.5.4 The DRIVERS STAND should be located not closer than 2 (two) metres from the track at any point
- 3.5.5 The PIT LANE should be a minimum of 1.5 (one and a half) meter away from the DRIVERS STAND.
- 3.5.6 The DRIVERS STAND may only be occupied by race officials and participants in the current race – no other persons shall be on the DRIVERS STAND.

### **3.6 Deviations**

The SARDA committee may, in the interest of the sport, approve the deviation from these rules in circumstances where the safety of the public, the drivers and marshals and the vehicles is not compromised.

## **4. SARDA OFF ROAD EVENTS – GENERAL**

### **4.1 CONCOURS D'ELEGANCE**

- 4.1.1 All cars entered for CONCOURS D'ELEGANCE judging will be judged before the first race on the day of qualifying by a panel of judges, representing various clubs, nominated by the SARDA. A prescribed CONCOURS checklist (see ANNEXURE B) must be completed by each judge and submitted to the Race Director after completion of the judging.
- 4.1.2 All cars entered for CONCOURS must compete in at least the first round of the event as presented for CONCOURS judging. Failure to comply with this requirement will result in the car being disqualified from the CONCOURS D'ELEGANCE results.

### **4.2 RACES**

- 4.2.1 In South Africa 3(three) main classes are run in 1/8th scale off road gas, namely:

- 1/8<sup>th</sup> Scale Gas Buggy
- 1/8<sup>th</sup> Scale Electric Buggy
- 1/8<sup>th</sup> Scale Gas Truggy

- 4.2.2 A driver may enter only 1 (one) car per class

#### **4.2.3 Pre Race Warm Up**

- 4.2.3.1 Before each and every qualifying race or main race, a mandatory warm up period of not less than 3 (three) minutes is to be facilitated. During this warm up period it is the responsibility of each driver to test their personal or handout transponder. Should the driver not test their transponder and confirm it's operation with race control, any irregularities resulting from missed laps or incorrect time keeping are considered "driver fault".

#### **4.2.4 Qualifying**

- 4.2.4.1 Qualifying heats will be 10 (ten) minutes in duration for all classes.
- 4.2.4.2 Racing will be run in the format of a staggered start – each of the cars in each race will run it's own clock resulting in a unique start and finish time per car. Cars will be warned of the main clock start time in the form of a countdown each minute preceding the start horn. At the 1 (one) minute mark drivers participating in the race are instructed to return to the pit area for a fuel stop.
- 4.2.4.3 Once fuelled the cars must exit the pit area at the 30 (thirty) second call in the order in which they are expected to start the race.

- 4.2.4.4 Drivers should make sure to keep adequate spacing between themselves and the other contestants so as to not cause incidents on the out lap awaiting the start.
- 4.2.4.5 No unauthorized short cuts are allowed on this out lap and no overtaking. Cars must pass the line (where possible and failing a breakdown) in the correct race order.
- 4.2.4.6 All cars should cross the start line before the first completed lap or within the minimum lap time period allowed for the first starter crossing, whichever is the shortest. Cars starting after this time will have their race time reduced by the late start time.
- 4.2.4.7 When the AMB Lap Scoring System is in operation the complete start procedure shall be in control of the Operator of the AMB System.

#### **4.2.5 Mains**

- 4.2.5.1 The mains format supports a variable length mains. Drivers qualifying for the A Mains will be expected to run a main race of up to 60 (sixty) minutes. Drivers in the lower mains for example B, C, D, E ... will be expected to compete in a 30 (thirty) minute main race. These times may be reduced at the discretion of the race director for the event. The car to complete the most number of laps in allocated time, inclusive of penalties, will be the winner. The result for each car in each race will therefore be a number of laps and a time, e.g. 72 laps in 60 minutes and 23 seconds.
- 4.2.5.2 To qualify for a lap or a "timed lap" a car must cross the finish line under its own power within the allocated time. A car may not be assisted by another car or be pushed throughout the entire race. This will result in the disabled car being disqualified from that race.
- 4.2.5.3 Cars will be placed on the grid as per section 3.3.5. The countdown to the start of the race will begin at the end of the 30 (thirty) second period. The countdown will start at "10 (ten)" and end at "5 (five)", then a silence of between 3 (three) to 8 (eight) seconds, then the start signal will be sounded, e.g. "Drivers ready ... 10, 9, 8, 7, 6, 5, ... pause ... Go!" This procedure discourages jump-starts.
- 4.2.5.4 One clock only will be run for the main race.

### **4.3 RACING NUMBERS**

- 4.3.1 Each car shall have identification numbers in at least 3 (three) prominent positions, so that they are visible from the left, right and front sides of the body of the car during the race. Numbers will be black numerals on a white background, at least 25 (twenty five) millimetres high and with a minimum stroke of 3 (three) millimetres.
- 4.3.2 These numbers will be issued by SARDA Off Road Gas and may not be trimmed or reduced in size in any way whatsoever.



## 4.4 GENERAL RACING PROCEDURE

- 4.4.1 All cars must be presented for post-race scrutineering, as from the end of any round of qualifying or finals and remain in “parc ferme” with the scrutineer until the scrutineering process has been completed. Cars not presented immediately after the running of the round will be disqualified from that race (see section 13.1.2.1).
- 4.4.2 Cars may not, after a race, leave the enclosed track area or be worked on in any way, or be taken to the pit area. Doing so will result in the car not being allowed to participate in the scrutineering process and hence be disqualified from that race.
- 4.4.3 All Cars must be presented for scrutineering in full racing format and gas cars with a full tank of fuel.
- 4.4.4 Should the facility exist at the specific venue to run a full radio impound and at the discretion of the Race Director, it may be decided to operate a full radio impound. If so, 30 (thirty) minutes before the scheduled start time of the first race, all entrants’ transmitters (TX’s) shall be impounded and placed under the control of the TX Controller. At no time should a TX be removed from this area during racing. At no time should a TX be brought within 5 (five) metres of the starting grid.
- 4.4.5 Cars may only be driven from the drivers’ stand. No driver may, without the express authority of the race referee, leave the drivers’ stand until the “all clear” signal has been sounded. Failure to comply with this requirement will result in the disqualification of the driver from that race.
- 4.4.6 In the event of a false start, drivers will be informed that the race has been aborted by means of the sounding of a signal for a period of 5 (five) seconds and a red flag (where available) will be displayed. Only the Race Director/Race Referee is empowered to abort a race that is in progress and the Race Director/Race Referee decision shall be final. However, in the event of computer failure, the AMB Controller may abort the race. Any aborted race shall be declared null and void, and the race shall be re-run at the end of the round or at the Race Directors’ discretion.
- 4.4.7 BLACK FLAG:**  
Any driver "black flagged" must immediately stop in the holding area and await instructions from the Race Referee. Any driver who does not respond by pulling off within 2 (two) laps will automatically be disqualified from that race.
- 4.4.8 The Grid Marshal (where appointed), who receives his/her instructions from the Race Director/Race Referee only, operates the black flag. The black flag may be used for the following reasons:
- 4.4.8.1 Any car that constitutes a hazard to other cars in the race.
- 4.4.8.2 Unsporting behaviour.
- 4.4.8.3 Bad driving.

- 4.4.8.4 Participants driving in a manner deemed to be dangerous.
- 4.4.8.5 Repetitive cutting corners.
- 4.4.8.6 The use of foul language within the entire confines of the venue and for the duration of the event.
- 4.4.8.7 Cars judged to be in a non-driveable or dangerous condition - after repairs have been carried out, and after the Race Referee has approved the repair, they may continue their race.
- 4.4.8.8 A car that is racing without its body (or other part) firmly attached to the chassis - The car must return to the pit lane immediately to carry out the necessary repairs, after which it may continue the race.
- 4.4.9 After the "all clear" signal has been given, all TX's from that race must be returned to the TX Pound when in operation. It is the responsibility of the driver to ensure that his/her TX is switched off. If no TX pound is in use, the TX's must be switched off and removed from the track area to the pit area.
- 4.4.10 TX's will be released at the end of the day's racing or when the driver leaves the event. In the event of a driver leaving before the end of the day's racing, the driver must get the permission of the Race Director and the TX will only be handed to him/her during the break between races, with the crystals removed. The driver must then leave the track before the commencement of the next race.

## 5. MARSHALLING

- 5.1 Marshalling positions will be allocated at strategic points around the track. There shall be a minimum of 7(Seven) marshalling positions. Each position will be clearly numbered, i.e. 1, 2, 3, etc.
- 5.2 Where no club day marshals have been arranged:
  - 5.2.1 Every driver will marshal directly after he/she has raced. After handing his/her TX into the TX Pound and before the 1 (one) minute warning for the next race, he/she must have reported to the Chief Marshal and be on the marshalling position corresponding to his/her car number before the 30 (thirty) second signal.
  - 5.2.2 A driver who has entered a class, must marshal regardless of whether he/she raced in that race or not.
  - 5.2.3 Failure to marshal, and/or to report to the Chief Marshal, and/or to be on his/her marshalling position within the allotted times, will incur a penalty.
  - 5.2.4 A driver may only nominate a substitute marshal who is a participating driver in that SARDA Off Road Gas sanctioned event.
  - 5.2.5 A physically unable person may nominate a substitute marshal, or request an easier marshalling position.
  - 5.2.6 The onus of organising a substitute shall, at all times, rest with the driver, regardless of the reason for the substitution.

## **6. OFFICIALS**

- 6.1 The following Officials are the minimum required at any SARDA Off Road Gas sanctioned event, and should be nominated by the host club, except where a SARDA Off Road Gas Official is required:
- 6.1.1 Race Director – SARDA
  - 6.1.2 Registration Secretary – Host Club
  - 6.1.3 Scrutinisers / Transponder Controller - Host Club
  - 6.1.4 Referee / Referees – To be appointed by SARDA Committee at each event or an appointed SARDA referee
  - 6.1.5 Chief / Grid Marshal - Host Club
  - 6.1.6 Lap Counters / AMB Controller and operator – Host Club
  - 6.1.7 Public Address Announcer / Commentator - Host Club
  - 6.1.8 Concourse Judges - Host Club / SARDA
  - 6.1.9 Protest Committee – SARDA

## **7. DUTIES OF RACE OFFICIALS**

### **7.1 RACE DIRECTOR**

- 7.1.1 At all SARDA Off Road Gas sanctioned events the SARDA Off Road Gas Race Director will fulfill this function
- 7.1.2 The Race Director shall ensure the smooth and fair running of the event, liaise between all Officials, liaise between drivers and Race Control when necessary, and be chairman on the Protest Committee.
- 7.1.3 In the event of the Race Director being unable to attend a SARDA Off Road Gas event, the SARDA Off Road Gas Committee shall nominate a fully qualified person as Race Director for that event.
- 7.1.4 The Race Director shall liaise with the club chairman of the host club to determine the extent and frequency of track maintenance where required and watering.
- 7.1.5 It is the responsibility of the Race Director to make available to all drivers a full race report within the 10 (ten) days following the event.

### **7.2 REGISTRATION SECRETARY**

The Registration Secretary shall check that each driver is qualified to enter, i.e. registered as an entrant, correct class, etc., and ensure that full entry fee has been paid. He/she must ensure that each driver receives a programme of events and car numbers (refer to section 4.3.1).

### **7.3 POST-RACE SCRUTINEERS / TRANSPONDER CONTROLLER**

- 7.3.1 A Chief Scrutineer, assisted by at least 1 (one) knowledgeable Assistant and 1 (one) Transponder Controller, must be appointed.
- 7.3.2 A car may be scrutineered at any time during the event at the discretion of the Race Director or Race Referee. Race distortions or damage must be taken into consideration during these inspections.
- 7.3.3 The Transponder Controller is responsible for the issuing of transponders to drivers before each race, and ensuring their return after each race.
- 7.3.4 It is the responsibility of the driver to make sure the correct transponder is used.

### **7.4 RACE REFEREE**

- 7.4.1 The main task of the Race Referee is to observe the racing and, in particular, good sportsmanship during racing. He/she will ensure that everybody adheres to current SARDA Off Road Gas Rules.

7.4.2 The Race Referee is a non-voting member on the Protest Committee when the Race Director calls a protest meeting.

7.4.3 During all races, the Race Referee must observe the racing from start to finish. He/she takes decisions, issue warnings, penalties or instructions to drivers, as he/she deems necessary according to the rules. He/she may take action after an initial instruction, but, in all cases, a maximum of 3 (three) similar instructions for any type of infringement by the same driver means an automatic black flag.

7.4.4 Reasons for warnings, penalties or instructions will be announced at the time of issue to the drivers.

#### **7.4.5 POINTS OF OBSERVATION**

7.4.5.1 Unsporting behaviour during racing, i.e. impeding the progress of other drivers, deliberate slowing down or waiting for another car, deliberate crashing into another car, deliberate cutting of corners and reckless driving in general.

7.4.5.2 Unsporting behaviour of drivers and mechanics involved in the racing, including the use of foul language.

7.4.5.3 Cars that do not conform to the regulations during the racing, i.e. loss of the body shell, race damage, etc.

7.4.5.4 Cars that are in a non-driveable or dangerous condition owing to damage or malfunctioning of the car.

7.4.5.5 Starting procedure and issuing penalties for start line infringements.

7.4.5.6 It is not the duty or the responsibility of the Race Referee to check that the cars conform to the technical rules. This is always the responsibility of the Scrutiniser. The Race Referee/Race Director checks the method used for technical inspection.

#### **7.4.6 RACE REFEREES' AUTHORITY**

7.4.6.1 The Race Referee issues instructions in the event of any infringements of the points as described under section 7.4.5.1 to 7.4.5.6 and ultimately may even call for the use of the black flag when his/her instructions are not effective.

7.4.6.2 Instructions are announced by the Race Referee himself/herself and he/she keeps a record of the instructions issued. 3 (three) successive instructions lead to a black flag. Instructions issued by the Race Referee must be observed immediately.

7.4.6.3 Instructions for unsporting behaviour are announced with the words: "First instruction to car No . . . for bad driving, etc."

7.4.6.4 Instructions for repairs are announced with the words: "Car No . . . repair body, car, etc."

7.4.6.5 The instructions issued by the Race Referee are indisputable and final and may only be censured by Protest Committee. Under no circumstances may

an instruction from the Race Referee lead to the interruption of the whole race.

#### **7.4.7 RACE REFEREE FACILITIES**

- 7.4.7.1 The Race Referee together with the Assistant Race Referee (if appointed) must be allocated a position on the drivers' stand or close to the Time Keeper/AMB Controller, from where all parts of the track and the drivers' stand can be observed.
- 7.4.7.2 This section must be equipped with 2 (two) chairs and microphone (if not on the drivers' stand). The Race Referee must be able to announce his/her warnings and instructions at any time during the race to the drivers on the stand.

### **7.5 GRID MARSHAL**

- 7.5.1 The Grid Marshal shall ensure that the cars are exiting the pit area in the order that they finished their previous race, e.g., the winner of Race 4, Round 1, exits in position 1 in Race 4, Round 2, or as per the official list issued by Race Control. The starting position on the grid for the first round of a SARDA Off Road Gas National event will be determined by the relative position of the competitor on the latest SARDA Off Road Gas National Points Log. It is the responsibility of the driver and/or the driver's mechanic to confirm the starting order.
- 7.5.2 The Grid Marshal shall ensure that the starting grid is cleared of people at the sound of the "30 (thirty) second" signal. Any cars not ready to race at this point (including late arrivals) must start from the pit lane after all cars have passed.
- 7.5.3 The Grid Marshal shall ensure that no TX's are brought within 5 (five) metres of the starting grid.
- 7.5.4 The Grid Marshal shall monitor jump starts and advise any infringement on the starting grid to the Race Referee.
- 7.5.5 The Grid Marshal shall assist the Race Referee, and Chief Marshal in monitoring infringements during the course of the race.
- 7.5.6 The Grid Marshal may not issue a penalty, but must report infringements to the Race Referee as soon as possible.
- 7.5.7 The black flag shall be operated by the Grid Marshal, who, on receiving his/her instructions only from the Race Referee, shall turn to face the drivers' stand, raise the black flag and announce the number of the car that has been black flagged.

### **7.6 CHIEF MARSHAL**

- 7.6.1 The Chief Marshal shall ensure that all marshals have reported to him/her before the 1 (one) minute signal for the next race (when no club day marshals have been

arranged) and that all marshals are on their positions before the 30 (thirty) second signal. All marshalling positions must be manned before the start of the next race.

- 7.6.2 Chief Marshal shall be responsible for monitoring the marshalling standards during the course of the race. Any marshalling infringements must be reported to the Race Referee as soon as possible.
- 7.6.3 Chief Marshal shall assist the Race Referee and Grid Marshal in monitoring infringements during the course of the race.
- 7.6.4 Chief Marshal may not issue a penalty, but must report infringements to the Race Referee as soon as possible.

## **7.7 LAP COUNTERS/AMB CONTROLLER**

AMB Controller is responsible for operating the AMB Lap Scoring System on the computer.

## **7.8 PUBLIC ADDRESS ANNOUNCER**

- 7.8.1 A Public Address Announcer is required to liaise via a public address (PA) system between the Race Officials and the drivers, and to give a brief commentary during the racing.
- 7.8.2 Penalties incurred, and the reasons therefore, must be announced over the PA system on the written instruction of the Race Referee/Race Director only.



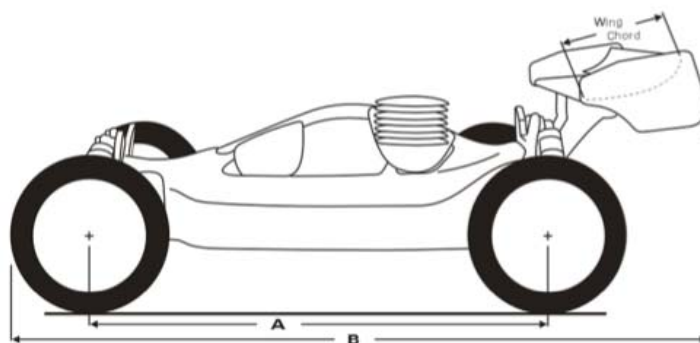
## **8. FINAL SCORING**

The racing format and scoring system shall be as described in section 10.1 for SARDA Off Road Gas National events.

## 9. CAR SPECIFICATION

### 9.1 Buggies

#### 9.1.1 Physical Specifications



Item	Limit	Specification		
Length (B)	Maximum	730mm		
Width	Maximum	310mm		
Height (measured with suspension fully compressed)	Maximum	250mm		
Wheelbase (A)	Min / Max	270mm / 330mm		
Weight	Minimum	3200gr		
Fuel Tank Capacity (inclusive of any fuel tubing and fuel filters, no loose inserts allowed)	Maximum	125ml		
Wheels	Mounting Bead Diameter	Min / Max	79.00mm / 83.50mm	
	Overall Diameter	Maximum	88.50mm	
	Width	Maximum	44.45mm	
Tires	Diameter	Min / Max	109.22mm / 119.38mm	
	Width	Maximum	46.99mm	
Rear Wing	Side Dam	Length	Maximum	92.07mm
		Height	Maximum	60.33mm
	Chord		Maximum	85mm
	Width		Maximum	217mm

9.1.2 In the event of a vehicle failing the maximum fuel tank measurement – the car may be set aside for a period of 15 minutes in order for all components to cool down and return to normal. Once this cool off period has elapsed the fuel tank may then be rechecked for compliance.

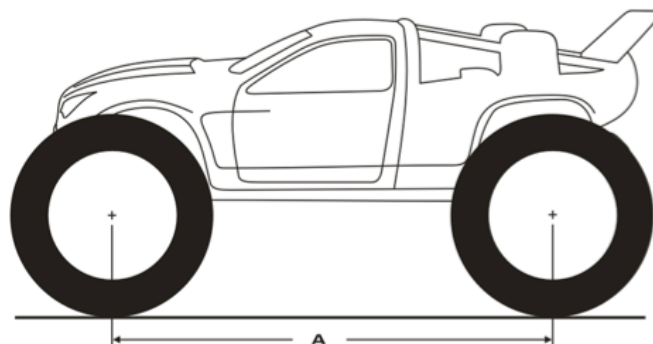
9.1.3 Internal combustion engines of not more than 3.5 cubic centimetres/0.214 cubic inches. No tolerance allowed.

9.1.4 Only IFMAR homologated silencers are allowed.

9.1.5 The silencers used on the car have to bear their homologation number during the entire championship and their measurements have to conform with those on the homologation sheet issued by IFMAR.

## 9.2 Truggies

### 9.2.1 Physical Specifications



Item		Limit	Specification	
Wheelbase (A)		Minimum	254.09mm	
Weight		Minimum	4000gr	
Fuel Tank Capacity (inclusive of any fuel tubing and fuel filters, no loose inserts allowed)		Maximum	150ml	
Wheels	Mounting Bead Diameter	Maximum	95.25mm	
	Overall Diameter	Maximum	101.60mm	
	Mounted Width	Minimum	55.88mm	
Tires	Diameter	Minimum	137.16mm	
	Width	Minimum	60.33mm	
Rear Wing	Side Dam	Length	Maximum	92.07mm
		Height	Maximum	60.33mm
	Chord		Maximum	77mm
	Width		Maximum	217mm

9.2.2 All cars will be fitted with brakes and clutch in such a manner as that the car can be held stationary whilst the engine is running.

9.2.3 Spiked tyres are allowed, but spikes must be of a pliable material. No metal or hard plastic spikes will be allowed. Foam tyres are not allowed, but internal foam inserts are permitted.

9.2.4 Measurements of the car are to be taken with the car in full race trim and the car must fit into a box with internal dimensions of 730 (seven hundred and thirty) millimetres by 310 (three hundred and ten) millimetres, without any force being applied.

- 9.2.5 The car shall be measured for width by placing it on a flat base material equipped with two side rails of 150mm height. These shall be spaced 310mm apart and constructed in such a way that the car can roll freely between them. The base material must be constructed of high quality components suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steerable wheels set in the straight ahead position irrespective of the compression and at a maximum angle of 20 degrees.

### **9.3 RADIO FREQUENCIES**

- 9.3.1 All radio equipment shall, as far as possible, conform to applicable Telkom regulations, specifically the Government Notice, Department of Posts and Telecommunications, Act No. 103 of 1996. The current allocated frequencies are (measured in MHz):

26.995;	27.045;	27.095;	27.145;	27.195;	53.100;
53.200;	53.300;	53.400;	53.500;	53.600;	53.700;
53.800;	53.900;	54.450;	54.550;	54.650;	2.4GHz.

- 9.3.2 Above-mentioned frequencies are the only approved frequencies by ICASA and all other frequencies are used at own risk.
- 9.3.3 In the instance of a frequency clash, the slower qualifier must change frequency or forfeit the race, e.g., if Driver A, on a given frequency, has qualified for a main event and Driver D, on the same frequency, has also qualified for the same mains, but with a faster time, then Driver D has first choice of frequency. Driver A would then have to change to another frequency. If Driver A does not change frequency, then he shall be disqualified from that main event (see section 13.1.2.7).
- 9.3.4 It is NOT the responsibility of the host club or SARDA Off Road Gas to supply crystals.
- 9.3.5 At no time shall 2 (two) transmitters, with a transmitting frequency closer than 10 (ten) kHz be allowed to be used during one race.
- 9.3.6 Drivers must race with the declared frequency, as per his/her entry form or confirmation. If his/her frequency is found to be incorrect, immediate disqualification from that race will result.

### **9.4 TRANSMITTERS**

Control of the car is limited to 1 (one) channel for steering and 1 (one) channel for throttle/brakes.

### **9.5 TRACTION CONTROL**

No form of traction enhancing devices may be used.

## **10. SARDA OFF ROAD NATIONAL EVENTS**

### **10.1 RACING FORMAT**

The following format will apply to all SARDA Off Road National events. There will always be one (1) throw away during one National calendar. In the event of only one event being run during one National calendar then there will be no throw away score. These events will be run over two (2) consecutive days, usually a Saturday and Sunday.

#### **10.1.1 CLASSES:**

3 (three) classes are run, namely:

- 1/8<sup>th</sup> Gas Buggies
- 1/8<sup>th</sup> Electric Buggy
- 1/8<sup>th</sup> Gas Truggies

#### **10.1.2 QUALIFYING ROUNDS:**

Except for the provisions as detailed in section 11.2 (Inclement Weather Rule), a maximum of 4 (four) Qualifying rounds shall be run in each class before the Mains are run. An entire round in all classes must be completed before the next round can be started. All results from the completed rounds will be recorded and the best two results used for qualifying calculations.

Wherever possible, qualifying rounds shall be raced with 10 (ten) cars. Squading may well result in a race comprising less than 10 (ten) cars.

Qualifying will be staggered starts. For the first qualifying round, a person's position in the current championship table (log points) will determine the starting position, or with the first event, the previous year finishing. For the second qualifying round, the drivers starting position will be determined by the drivers previous heat result.

At least one lap, in any of the three rounds must be completed to qualify for points.

#### **10.1.3 MAINS:**

The drivers will be ranked according to their best two qualifying round results. The 10 (ten) drivers with the best results will comprise the A-Main, the next best 10 (ten), the B-Main, and so on. If it happens that only one (1) or two (2) drivers qualify for a lower Mains, then the 10<sup>th</sup> and 9<sup>th</sup> qualifier moves down to ensure that there are at least three (3) drivers in the lower Main.

At least one lap, in any of the rounds must be completed to qualify for points.

#### 10.1.4 SCORING:

##### 10.1.4.1 **Qualifying Rounds:**

Qualifying rounds will be run using the system that the software allows

##### 10.1.4.2 **Time Qualifying:**

A drivers' two best qualifying times will be used to determine his/her final qualifying position for the Mains. Ties will be resolved by consideration of his/her next fastest qualifying time, until the tie is resolved.

##### 10.1.4.3 **Round-by-Round:**

A drivers' two best qualifying round position will be used to determine his/her final qualifying position for the Mains. Ties will be resolved by consideration of his/her next best qualifying round position. In the event that this procedure does not resolve a time after all 3 (three) or 4 (four) results have been taken into consideration, then the best individual times will be used until the tie is resolved.

The winner of each class is the Top Qualifier and SARDA Off Road Gas National Log Points will be awarded for qualifying rounds as follows:

<b>Qualifying Position</b>	<b>Points</b>
Top Qualifier	50
2 <sup>nd</sup>	49
3rd	48
4th	47

... and so on, down to the 50th qualifying position in the class, who will receive 1 (one) point. Drivers qualifying lower than 50th will be awarded 1 (one) point.

##### 10.1.4.4 **Mains:**

Mains rounds will be run using the system that the software allows.

Mains are run to decide the champions for that National event in each class, as well as the trophy winners for all Mains.

SARDA Off Road Gas National Log Points are scored from the results of the Mains of each class as follows:

<b>Mains Position</b>	<b>Points</b>
1st A-Mains	50
2nd A-Mains	49

3rd A-Mains	48
4th A-Mains	47
5th A-Mains	46
6th A-Mains	45
7th A-Mains	44
8th A-Mains	43
9th A-Mains	42
10th A-Mains	41
1st B-Mains	40
2nd B-Mains	39

... and so on, down to 10th in the E-Mains of that class, who will receive 1 (one) point. Drivers finishing lower than 10th in the E-Mains will be awarded 1 (one) point.

The points for the event awarded to a driver in a class shall be added to the SARDA Off Road Gas National Points Log for the current year.

#### **10.1.5 PRIZES:**

Awards are given for the following categories:

##### **10.1.5.1 At National events:**

###### *10.1.5.1.1 Concours D'elegance*

All cars entered for Concours judging shall be judged in an open class and a trophy will be awarded to the best presented buggy and truggy of the event.

###### *10.1.5.1.2 Qualifying Rounds*

The top three qualifiers in each class.

###### *10.1.5.1.3 Mains:*

- The top 5 drivers in each of the Mains races will receive trophies  
National Championship (end of season)
- The top 10 drivers in each of the classes will receive trophies

## **10.2 INCLEMENT WEATHER RULE**

- 10.2.1 An event is only cancelled or postponed owing to inclement weather once so determined by the SARDA Off Road Gas Race Director. Inclement weather has been amended to include only weather dangerous to the marshals and/or drivers, specifically – racing will continue in rain, but not lightning.
- 10.2.2 If it is not possible to race at all on either of the days scheduled for the event, or if it is not possible to complete at least 1 (one) round in its entirety, then the event shall be cancelled.
- 10.2.3 If it is only possible to complete 1 (one) Qualifying round in all classes prior to the event being cancelled on the above dates, then the results of this single round shall be deemed to be the final result of the event and points will be awarded in accordance with the provisions of section 10.1.4.
- 10.2.4 Should the event be cancelled after completion of the first or second round of Qualifying, then a driver's two best results from the Qualifying rounds completed up to the point of cancellation shall be the final result of the event and points will be awarded in accordance with the provision of section 10.1.4 below (if only one round has been completed then that result will be used). In order for the result of any round to be taken into consideration, it is essential that all races in any given Qualifying round for that particular class must be completed in their entirety.
- 10.2.5 A minimum of 2 (two) Qualifying rounds must be completed in their entirety before Mains can be run. The decision to abort the third round of Qualifying (because of the effects of inclement weather) and to run the Mains instead, shall be to the sole decision of the SARDA Off Road Gas Race Director.
- 10.2.6 In the event that it is necessary to abandon racing during the running of the Mains, then the results achieved during the best qualifying round shall stand and points shall be awarded in accordance with the provisions of section 10.1.4 below.
- 10.2.7 In the event that it is not possible to run any races in the Mains, or if it is necessary to abandon the Mains, then qualifying points awarded for any uncompleted Mains shall be awarded.
- 10.2.8 The combined points earned from the results of the Qualifying and Mains in each class shall be added to the SARDA Off Road Gas National Points Log.

## **10.3 RACE RESULTS**

- 10.3.1 The results of a race will be posted on the Notice Boards within 15 (fifteen) minutes of that race having been run. The results sheet shall be clearly marked to show the time at which it was posted.



- 10.3.2 It is the responsibility of the host club to ensure that a comprehensive set of results (including the "A-Mains Qualifier Data Sheets") reach the SARDA Off Road Gas Committee within 10 (ten) days of the event.

#### **10.4 OFFICIAL PRACTICE**

- 10.4.1 The track shall be open to all entrants for official practice all day on the Sunday prior to the event, as well as from the Friday morning 09h00 to the Friday afternoon 17h00 before the event. Entrants found practising outside these specified times, will be disqualified from the event (see section 13.1.3.2). Closure to practice prior to official practice, is at the discretion of the host club chairman and/or SARDA Race Director.
- 10.4.2 Entrants who are unable to attend any of the official practice sessions, will only be allowed to practice for half an hour before Registration on the first day of the event if they have indicated their intentions on the official entry form. Only 10 (ten) entrants may make use of this practice session, and any other entrant found practicing during this allotted time, will be disqualified from the event (see section 13.1.3.3).
- 10.4.3 The host club shall not be allowed to incorporate any amendments, additions or alterations to a track layout once official practice has been completed. The track may be re-surfaced if, in so doing, it will only lead to minor surface changes. Any and all maintenance to the track or track surface must be approved by the presiding SARDA Off Road Gas Race Director.

#### **10.5 TRACK MAINTENANCE**

- 10.5.1 Track maintenance may only be carried out at the discretion of the chairman of the host club, with the approval of the SARDA Off Road Gas Race Director. If any maintenance is undertaken, this may only be carried out between completed rounds.
- 10.5.2 In the event that such maintenance includes watering the track surface, or if a decision is taken to wet the track surface, then this must be consistently carried out between every race, throughout an entire round, in an endeavour to maintain a consistent racing surface.

## **11. PROTEST RULES**

### **11.1 PROTEST COMMITTEE**

- 11.1.1 Before the start of an event a Protest Committee will be appointed by the Race Director. This Committee will consist of 5 (five) representatives from different clubs and the Race Director as Chairman. The Race Referee will be present in an advisory capacity only. The Committee may consult with any other Official it deems necessary.
- 11.1.2 It will be their function to rule on any written protest received by the Race Referee.
- 11.1.3 Only drivers participating in the race in question may enter a protest.
- 11.1.4 A protest may only be lodged for the following reasons:
  - 11.1.4.1 The organisers acting against the rules.
  - 11.1.4.2 The Officials acting against the rules.
  - 11.1.4.3 Results deemed to be incorrect, only if proof can be presented showing the result to be wrong.
  - 11.1.4.4 Other competitors acting contrary to the rules, to the disadvantage of the driver lodging the protest.
- 11.1.5 The Protest committee can upon a successful protest direct a re-run of the race or impose a post-race time penalty, disqualification from race or event against other competitors and/or competitors acting contrary to the rules to the disadvantage of the driver who lodged a successful protest.
- 11.1.6 It may be the Protest Committee's duty to impose penalties for unsporting behaviour, verbal abuse and/or general misbehaviour not covered by PENALTIES in section 12.

### **11.2 LODGING A PROTEST**

- 11.2.1 A protest must be submitted within 20 (twenty) minutes after the results of the race under protest have been posted on the Notice Board.
- 11.2.2 A protest must be submitted to the Race Director on a fully completed SARDA Off Road Gas Protest form. Should a protest form be incomplete, the Protest Committee may use its discretion whether or not to hear the protest.
- 11.2.3 A protest must be accompanied by R200.00 (two hundred Rand), which will be refunded if the protest is upheld. Should a protest not be upheld, the protest fee will be paid to SARDA Off Road Gas.

## **12. PENALTIES**

12.1 The following penalties may be called by any Race Official, but may only be implemented by the Race Referee and announced by the Public Address Announcer:

### **12.1.1 Difficulties:**

Any car experiencing difficulties after the sounding of the 30 (thirty) second signal, will automatically be moved to the back of the grid or pit area, and will only be allowed to start after the last car has left its starting grid

### **12.1.2 Corner Cuts:**

The first infringement will be given a "stop/go" penalty. A second corner cut infringement by the same car in the same race will be given a 1 (one) lap penalty. A third corner cut infringement by the same car in the same race, will result in immediate disqualification from that race. If a driver is guilty of a corner cut infringement, but he/she turns the car around immediately and re-rounds the entire corner without impeding the progress of other cars in the race, such penalties will not be incurred.

### **12.1.3 Bad Driving:**

The first bad driving offence by a driver in a race will receive a "stop/go", penalty. A second bad-driving offence by the same driver in the same race will receive a 1 (one) lap penalty. The third bad driving offence by the same driver in the same race will be black-flagged.

### **12.1.4 Mechanics:**

A person acting as a mechanic for a driver is subject to the same rules and guidelines as the driver on whose behalf he/she is acting. If a person acting as a mechanic should infringe a rule, the appropriate penalty will be applied to the driver for whom he/she is acting. Additionally, the person acting as a mechanic may be penalised in his/her individual capacity.

### **12.1.5 Pitting:**

No more than 2 (two) mechanics can be in the pit lane for any single driver at any point in time. Failure to comply could result in a disqualification penalty to the driver concerned.

### **12.1.6 Coaching:**

No electronic communication devices are allowed to be used between driver and crew. Failure to comply could result in an immediate disqualification penalty to the driver and crew concerned. In addition no verbal communication other than the pit crew signaling the driver of an impending pit stop is allowed.

### **12.1.7 Marshalling:**

Marshals shall (when no club day marshals have been arranged) report to the Chief Marshal before taking up their allotted marshalling positions. Failure to report to the Chief Marshal before the 1 (one) minute signal, or failure to be present at the marshalling position by the 30 (thirty) second signal, will result in a 10 (ten) second penalty to be deducted from that driver's last Qualifying or Mains laps scored.

This applies at any time during the event - even if a competitor has raced his/her last race of the day, he/she must marshal before departing. Inattentive marshalling or repairing of other driver's cars on the track will result in a 10 (ten) second penalty, to be added to that driver's best Qualifying or Mains time scored.

### **12.2 "STOP/GO" PENALTY**

When a driver incurs a "stop/go" penalty, he/she must immediately proceed to the pit lane on the track where an Official will be waiting to mete out these penalties. The driver must stop his/her car completely and remain stationary until instructed to proceed. Any driver failing to pull off for his/her "stop/go" penalty within 2 (two) laps of incurring the penalty will be disqualified from that race.

### **12.3 TIME PENALTY**

When a driver receives a time penalty (10 (ten) or more seconds), the time penalty is added to the first lap, then the lap times are added until the total exceeds the race length. The new time is the number of laps completed and the resulting total time. In some cases, the penalised time will be shorter than the overall time, but one lap less than the original time.

### **12.4 LAP PENALTY**

When a driver receives a lap penalty (1 (one) lap), a lap is deducted from the total number of laps scored in his/her last Qualifying or Mains race.

## 13. DISQUALIFICATION

13.1 Infractions that will result in immediate disqualification are:

### 13.1.1 Disqualification from Concours Results:

Any car entered for Concours d'Elegance that does not compete in at least the first round of the event as presented for Concours judging, will be disqualified from the Concours d'Elegance results (see section 4.1.2).

### 13.1.2 Disqualification from a Race:

13.1.2.1 Any car not presented for post-race scrutineering before the start of the following race of a round or during the preceding races, but before the signalling of the all clear signal of the preceding race wherein the particular car shall race (see section 4.4.1).

13.1.2.2 Any driver leaving the drivers' stand before the "all clear" signal has been sounded for his/her race without the express authority of the Race Referee (see section 4.4.5).

13.1.2.3 Any driver who does not pull off into the pit lane within 2 (two) laps of being black-flagged by the Race Referee (see section 4.4.7).

13.1.2.4 Any car found driving in the opposite direction before the "all clear" signal has been sounded.

13.1.2.5 In the event of a frequency clash, failure by the lower ranked driver to change frequency in a Main event (see section 9.3.3).

13.1.2.6 Any driver found to be using a frequency other than the declared frequency (see section 9.3.6).

13.1.2.7 After the third corner cut infringement in a race (see section 12.1.2).

13.1.2.8 Any driver who fails to pull off into the pit lane for his/her "stop/go" penalty within 2 (two) laps of incurring the penalty (see section 12.2).

13.1.2.9 Any driver removing a TX from the TX Pound (if instituted) before the TX's from the previous race have been returned.

13.1.2.10 Any driver found in possession of a TX for any reason other than being used in the current race.

### 13.1.3 Disqualification from the Event:

13.1.3.1 Any driver found in possession of an electronic traction control system (see section 9.5).

- 13.1.3.2 Any driver found practicing outside official practice sessions (see section 10.4.1).
- 13.1.3.3 Any driver found practicing in the half-hour practice session before Registration, who has not booked 1 (one) of the 10 (ten) available slots (see section 10.4.2).
- 13.1.4 Furthermore, the SARDA Committee may exercise their authority at any time to disqualify any competitor from a race or the event, who continually demonstrates blatant disregard for the SARDA Off Road Gas Rules. Further unsporting behaviour by that competitor, which could bring the sport of radio controlled model racing into disrepute, will result in the withdrawal of current membership to SARDA Off Road Gas and future membership to the Association being barred to that competitor.

## **14. FEES**

### **14.1 AFFILIATION FEE**

The club affiliation fee to SARDA Off Road shall be R750.00 (seven hundred and fifty Rand) per club per annum (or part thereof).

### **14.2 FULL MEMBERSHIP FEE**

The annual SARDA Off Road membership fee shall be R250.00 (two hundred and fifty Rand) per person per annum.

### **14.3 TEMPORARY MEMBERSHIP FEE**

No provision for temporary membership has been made.

### **14.4 ENTRY FEE FOR SARDA OFF ROAD GAS NATIONAL EVENTS**

The following fees apply to all SARDA Off Road Gas sanctioned events, unless otherwise determined by SARDA Off Road Committee:

#### **14.4.1 Entry fee:**

The entry fee shall be R250.00 (two hundred and fifty Rand) for the first class and R150.00 (one hundred and fifty rand) for all subsequent classes, made payable to SARDA Off Road Gas.

#### **14.4.2 Late Entry Fee:**

A late entry fee of R100.00 (one hundred Rand) per entry will be payable by entrants if their entries are post-marked later than the closing date for entries, up to the "ABF" date. This fee must again be made payable to SARDA Off Road Gas.

## **15. SARDA OFF ROAD CHAMPIONSHIP SERIES**

### **15.1 FORMAT**

15.1.1 Club selection for the hosting of SARDA Off Road Gas National events is to be based on a rotational system, with an even spread of races between coastal and inland venues – 2 events to be held at the coast and two events inland. Doing this will result in some travel for all drivers to participate in the entire series, as well as promote all regions.

### **15.2 SCORING**

15.2.1 The final SARDA Off Road Gas Championship Series will comprise of the best 3 (three) out of the 4 (four) events Log Points accumulated in each class.

15.2.2 The SARDA Off Road Gas National Champion in each class will be the driver with the highest total score according to section 10.1.4 above.

### **15.3 PRIZES**

15.3.1 Prizes are awarded for the SARDA Off Road Gas National Championship portion at the last event as per section 10.1.5 above.

15.3.2 With regard to the SARDA Off Road Gas National Championship result, prizes will be awarded as follows:

15.3.3 At the discretion of the SARDA Off Road Committee, trophies, to the maximum of 20 (twenty) places in each class, shall be awarded on a percentage basis, i.e. 25% (twenty five percent) of the total entrants that have raced in a minimum of 2 (two) or more SARDA Off Road Gas National events during the series in a class.

15.3.4 4 (four) floating trophies, 1 (one) each for the 3 (three) classes are awarded to the respective SARDA Off Road Gas National Points Log leaders at the prize ceremony of the final event as well as a further floating trophy to be awarded to the best National host club for the year, as determined by the SARDA Off Road Gas Committee.





**SARDA**  
South African Radio Drivers Association

OFFICIAL COMMUNICATION

Name of Event: \_\_\_\_\_ Date: \_\_\_\_\_

Categories evaluated when scoring:

❖	Body Construction	-	Hand made / commercial; doors; windows; lights; exhausts; other accessories
❖	Exterior Finish	-	Paintwork; colours; degree of originality; detail quality; overall quality of workmanship
❖	Chassis Detail	-	Home-built / commercial; quality of finish; neatness of installation; polished and buffed; wheel detail
❖	Authenticity	-	As per original; true reflection
❖	Overall Detail	-	Overall workmanship; cleanliness; general impression

<b>Driver</b>											
<b>Make</b>											
<b>Class</b>											
<b>Car Number</b>											
1	Body Construction										
2	Exterior Finish										
3	Chassis Detail										
4	Authenticity										
5	Overall Detail										
<b>Total (out of 50)</b>											
<b>Average Score</b>											

<b>Comments:</b>



**SARDA**  
South African Radio Drivers Association

OFFICIAL COMMUNICATION

Name of Event: \_\_\_\_\_ Date: \_\_\_\_\_

**A Mains Qualifier Data Sheet (Buggies):**

#	Driver Name	Make and Model	Motor	Tyres	Sponsors
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

**A Mains Qualifier Data Sheet (Truggies):**

#	Driver Name	Make and Model	Motor	Tyres	Sponsors
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					



**SARDA**  
South African Radio Drivers Association

OFFICIAL COMMUNICATION

## DRIVERS RULES AND GUIDELINES

It was decided that SARDA Committee train their referees. The following guidelines were agreed to in principal:

1. During qualifying drivers must ensure that their driving is such that they do not infringe, hinder the progress or deliberately bump into faster cars/drivers passing them or to be passed.
2. It is the responsibility of the driver initiating the pass to ensure that it is done safely.
3. Deliberate blocking is illegal.
4. If another driver has legitimately placed his or her car beside the side of a car to be passed, the car to be passed must leave room for the other car to carry a line through the corner.
5. Whether a driver is racing for a position or passing a back marker, the driver initiating the pass shall do so off the racing line preferably on the inside. The driver on the point of being passed shall hold the racing line or his/her line.
6. When the referee announces that a faster car is approaching during the race the driver in the slower car to drive such a way that he/she does not hinder that cars progress and he/she must do it in a manner that does not infringe his/her own progress.
7. No driver is allowed to leave the drivers stand before the all-clear signal has been given or the race been cancelled.
8. Drivers to be quiet on the drivers stand; only the referee may give instructions and speak to marshals if needed.



**SARDA**  
South African Radio Drivers Association

OFFICIAL COMMUNICATION

## RULES AND GUIDELINES FOR MARSHALLING

1. Marshals are to report to the Chief Marshal prior to the sounding of the 1 (one) minute signal . . . otherwise, a 1 (one) lap penalty, deducted from their last race, results!
2. Marshals are to be at their marshalling position by the 30 (thirty) second signal . . . otherwise, a 1 (one) lap penalty, deducted from their last race, results!
3. Marshals must arrive in their positions with both hands free, i.e. NOT carrying or holding anything whatsoever.
4. Marshals must face the track and visually monitor their allotted sector of the track at all times.
5. Marshals must re-act immediately to any car, which is obviously in difficulty, without causing a hazard or hindrance to other cars.
6. Marshals are NOT to act as mechanics, i.e. cars are not to be repaired by marshals whilst the race is still in progress . . . otherwise, a 10 (ten) second penalty, added on to their last race, results!
7. Cars must be replaced on the track at the exact point at which they left it without any advantage or disadvantage to the driver.
8. Cars are to be carefully replaced on the track with both hands; they may NOT be thrown, kicked, flipped, pushed, deflected or knocked onto the track.
9. Under no circumstances should a car be thrown onto the track in such a manner that it gains momentum. The car must move away under its own power.
10. Cars must be placed at the edge or side of the track facing the correct direction of the race and parallel to the side of the track.
11. Great care must be taken to ensure that when a car is replaced on the track it does NOT cause a hazard or hindrance to approaching traffic. If necessary, wait until the traffic has passed.

12. Do NOT allow yourself to be distracted. Your task is to marshal your allotted section of the track. Pay attention and watch your section. Do not be tempted to watch the race - this distracts your attention from your job. Watch for mishaps about to happen - this facilitates quicker reaction on your part. Your allotted period of marshalling is NOT the time to hold conversations with bystanders or other marshals . . . otherwise, a 10 (ten) second penalty, added on to your last race, results!
13. Be careful to keep your fingers away from exposed gears, wheels, drive shafts, etc.
14. Watch for corner cuts and inform the Chief Marshal immediately should you witness any.
15. Do NOT leave your marshalling position until all cars have completed the final timed lap of the race and the "all clear" has been announced.
16. At all times, strive to marshal others' cars the way you would like to have your own car marshalled!