



SARDA
South African Radio Drivers Association

OFFICIAL COMMUNICATION

SARDA OFF ROAD GAS RULES 2018



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Race referee check list (to be printed and handed to race ref every event) Error! Bookmark not defined.	

1. AIMS

- 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 1/8th scale off road gas and electric auto racing in a fair and friendly manner.
- 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 organizing racing events.
- It is the duty of every SARDA Off Road Gas member to familiarize 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.
- 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

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

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

3.2. SAFETY

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) meters of the track.

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.

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.

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.

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.

All clubs must display 2 (two) indemnity notices disclaiming any liability for accidental injury, damage or loss.

3.3. TRACK LAYOUT

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 (a minimum height of 120mm will be applicable when 2 adjacent race lanes runs parallel with each other), 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.

Corners must be clearly identifiable and the extremities thereof demarcated.

The track shall not include such obstacles or obstructions that could cause undue damage to cars, e.g. bricks, cement curbing or barriers etc.

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) centimeters, and shall cover the total width of the track. The scoring area (Transponder loop) should be located before the pit entry so as to avoid cars taking advantage of the laps being counted after breakdown.

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 not less than 800mm and not greater than 1(one) meter. The Race Director shall determine the locations of the pole position.

Cars must be prevented from going into other portions of the track at all times when designing your track layout, with regards to jumps and flow of track.

If the AMB LAP SCORING SYSTEM is in use provision must be made for the Installation of the AMB timing loop as follows:

2 (two) tubes of nonmetallic material should be buried, 1 (one) on either side of the start/finish line, 45 (forty five) centimeters apart, approximately 2 (two) centimeters 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.

The end of the loop shall be a minimum of 350mm away from any other part/lane of the racetrack. This is to prevent incorrect transponder reads.

The use of overhead transponder loops is strictly forbidden, all transponder pickup loops must be buried as per AMB specification so as to give the best possible signal strength for all types of 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. The loop location should also be clearly marked in a bright paint scheme for drivers to identify.

3.4. TRACK DIMENSIONS

The track shall be a minimum of 250 (two hundred and fifty) meters in length, but it is preferable to design a track with a minimum lap time of not less than 30 (thirty) seconds. This reduces the margin of error in lap scoring.

At no point should the width of the track be less than 3 (three) meters, Note that this 3 meter section is only allowed once on any portion of the track for a minimum of 10 meters.

The main straight shall be a minimum of 25 (twenty five) meters in length and it may be on a gradient.

3.5. DRIVER'S STAND

A DRIVER'S 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 DRIVER'S STAND must be able to accommodate 12 (twelve) drivers and 2(two) race officials. Ideally 800 (eight hundred) millimeters per driver should be allowed.

The DRIVER'S STAND should also provide drivers with protection from the elements in the form of a suitable roof structure.

Wherever possible, the DRIVER'S STAND shall be constructed in such a way that wheelchairs can be accommodated on the stand.

The DRIVER'S STAND should be located not closer than 2 (two) meters from the track at any point.

The PIT LANE should be a minimum of 1.5 (one and a half) meter away from the DRIVER'S STAND. PIT LANE entrance shall have an overhang to reduce speeding in PIT LANE when cars enter. (Wooden construction Complete width of the Pit lane 350mm high and 350mm inwards) of the entrance of the PIT LANE.

The DRIVER'S 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

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.

All cars entered for CONCOURS must compete and complete 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 2018

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

1/8th Scale Gas Buggy

1/8th Scale Electric Buggy

1/8th Scale Gas Truggy

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

Thursday:

4 – 6 Rounds of Controlled Practice of 6 minutes (Can be changed depending on how many entries)

Friday:

2 Rounds of Seeding Practice of 6 Minutes (3 fastest consecutive laps to count from either Round 1 or Round 2)

2 Rounds of Qualifying of 6 Minutes

Electric Buggy 8 minutes

Saturday:

3 Rounds of Qualifying of 6 Minutes (Best 3 out 5 to Count & TQ straight to main final)
Lower Mains :

1st Round Electric Buggy Mains – 10 Minutes

B Mains Truggy – 20Minutes (Top 2 Bump to A Mains)

¼ Finals Nitro Buggy Odd & Even – 20 Minutes (Top 4 bump to Semi Finals)

Sunday:

2nd Round Electric Buggy Mains – 10 Minutes

Semi Finals Nitro Buggy Odd & Even – 30 Minutes (Top 5 Bump to Main Finals & rest of the drivers go into LCQ)

Last Chance Qualifier Nitro Buggy – 10 Minutes (Winner bumps to Main Final)

A Mains Truggy Final – 45 Minutes

3Rd Round Electric Buggy Mains – 10 Minutes

Nitro Buggy Main Final – 45 Minutes

Please note that cars from Semi Finals that bumped to Main Final will be kept at Tech until the end of Last Chance Qualifier is Complete.

4.3. Pre Race Warm Up

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 his or her personal transponder. Should the driver not test their transponder and confirm its operation with race control, any irregularities resulting from missed laps or incorrect time keeping are considered “driver fault”.

4.4. Qualifying

Qualifying heats will be 6 (six) minutes in duration for all classes

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 are encouraged to return to the pit lane for final refueling before the start of the race. Cars should not be held in the Pit area, and should immediately return back to the track. At the scheduled time, the announcer will call the “Loop is Live” signaling that the qualifying period has begun. Once all cars have completed their allocated race time and the announcer calls “All Clear”, then and only then do you return to the pit lane. **At no time should any driver “short-cut” any portion of the track either, before during or after the qualifier. Stopping on the track during the warm up period is strictly prohibited, as you will become an obstacle for other drivers on the track.**

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.

When the AMB Lap Scoring System is in operation the complete start procedure shall be in control of the Operator of the AMB System.

4.5. Mains

The mains format supports a variable length main. Drivers qualifying for the Nitro A Mains will be expected to run a main race of up to **45 minutes**.

Drivers in the Electric Mains will run a triple 10 TEN minute main.

Drivers in the lower nitro mains for example B, C, D, E ... will be expected to compete in a race of up to 30 (thirty) minutes. 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. 62 laps in 45 minutes and 23.13 seconds.

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.

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)”, after which drivers will be told “Cars Down” followed by the start signal, e.g. “Drivers ready ... 10, 9, 8, 7, 6, 5, ... Cars Down ... Go!” This procedure discourages jump-starts.

Pit crew may restart cars up until the beginning of the 10-second countdown at the grid area. Should a car fail during the 10-second countdown that car should be restarted from the pit lane without the driver obtaining the opening lap. No cars may be restarted and returned either under own power or the power of the attending pit crew to the race before the start line.

One clock only will be run for the main race. If for some or other technical reason, e.g. timing system failure or any unforeseen failure at race control during the main race. The following rule will apply. Less the 50% of main race completed – Rerun of that particular main race, with a maximum of 30 minutes (At discretion of race director if time will allow it) gap for the competitors to recharge batteries and so forth. Competitors that have pulled out during the first half due to either technical or vehicle breakage are not allowed the rerun of that race. More than 50% of main completed – Final results and points allocated for position at that point in time.

4.6. RACING NUMBERS

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 or wing of the car during the race. Numbers will be black numerals on a white background, at least 25 (twenty five) millimeters high and with a minimum stroke of 3 (three) millimeters.

These numbers will be issued by SARDA Off Road Gas and may not be trimmed or reduced in size in any way whatsoever.

4.7. GENERAL RACING PROCEDURE

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 12.1.2.1).

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.

All Cars must be presented for scrutineering in full racing format and gas cars with a full tank of fuel.

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. This ruling specifically applies to qualifying races only.

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.

4.8. Radio Call

A “Radio Call” can only be called in the warm-up of the scheduled race. Once the countdown of the start has begun, No “Radio Call” is allowed. Radio Call will be restricted to electrical issues, i.e.:

- Transmitter
- Receiver

- Servo(s)
- Switches
- Transponder

The driver is allowed to leave the drivers stand during a Radio Call.

A “technical member” shall be present with the driver at all times when repairs are done to avoid other repairs or modifications to be done to the car.

The maximum waiting time after a radio call is 5 minutes thereafter race will start

Any other damages occurring within pre race warm-up or during the race shall only be repaired by pitcrew in the pitlane.

4.9. 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 the event.

The black flag may be used for the following reasons:

Any car that constitutes a hazard to other cars in the race.

Unsporting behavior may repeatedly be swearing, jumping on drivers stand or leaving drivers stand without race directors permission

Bad driving which includes, driving in reverse on track, driving in reverse up pitlane and intentional collision into other cars

Participants driving in a manner deemed to be dangerous including under the influence of alcohol

Repetitive cutting corners.

The use of foul language within the entire confines of the venue and for the duration of the event.

Cars judged to be in a non-drivable or dangerous condition after repairs have been carried out, and after the Race Referee has approved the repair, they may continue their race.

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.

5. MARSHALING

Marshaling positions will be allocated at strategic points around the track. There shall be a minimum of 7 (Seven) marshaling positions. Each position will be clearly numbered, i.e. 1, 2, 3, etc.

It is the responsibility of the host club to make sure that at least 4 marshals are available during the Friday practice session.

Marshals may not take cars to the pitlane it's the responsibility of the driver's pit crew to go fetch the car.

Where no club marshals / paid marshals have been arranged:

Every driver will marshal directly after he/she has raced, before the 1 (one) minute warning for the next race, he/she must have reported to the Chief Marshal and be on the marshaling position corresponding to his/her car number before the 30 (thirty) second signal.

A driver who has entered a class, must marshal regardless of whether he/she raced in that race or not.

Failure to marshal, and/or to report to the Chief Marshal, and/or to be on his/her marshaling position within the allotted times, will incur a penalty.

A driver may only nominate a substitute marshal who is a participating driver in that SARDA Off Road Gas sanctioned event.

A physically unable person may nominate a substitute marshal, or request an easier marshaling position.

The onus of organising a substitute shall, at all times, rest with the driver, regardless of the reason for the substitution.

No Marshal or pit crew will be allowed to work on broken cars on the track, all cars have to return to the pit area to be worked on and return on track from the pit lane only

6. OFFICIALS

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:

Race Director – SARDA

Registration Secretary – Host Club

Scrutinisers / Transponder Controller R Host Club

Referee / Referees – To be appointed by the SARDA Committee at each event / Host Club

Chief / Grid Marshal R Host Club

Lap Counters / AMB Controller and operator – Host Club

Public Address Announcer / Commentator R Host Club

Concourse Judges R Host Club / SARDA

Protest Committee – SARDA

Technical Committee as appointed by Sarda



7. DUTIES OF RACE OFFICIALS

7.1. RACE DIRECTOR

At all SARDA Off Road Gas sanctioned events the SARDA Off Road Gas Race Director will fulfill this function

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.

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.

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.

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 program of events and car numbers (refer to section 4.3.1).

7.3. POSTURACE SCRUTINEERS

A Chief Scrutineer must be appointed by host club and approved by SARDA

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.

A SARDA member may scrutinize for traction or steering enhancing devices on a car at any time during the event, or any gyro related devices.

7.4. RACE REFEREE

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.



The Race Referee is a nonvoting member on the Protest Committee when the Race Director calls a protest meeting.

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.

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

7.5. POINTS OF OBSERVATION

Unsporting behavior 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, swearing on the drivers stand, jumping on drivers stand, leaving drivers stand before race is over

Unsporting behavior of drivers and mechanics involved in the racing, including the use of foul language, fixing of cars on the track is not allowed, standing in the pit area at incorrect spot

Cars that do not conform to the regulations during the racing, i.e. loss of the body shell, wings or race damage, driving on the wrong way of the track and up the pit lane

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

Starting procedure and issuing penalties for start line infringements. i.e. Blipping on start grid when cars are down, any movement of participant's vehicle is considered as an infringement.

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 Scrutinisers. The Race Referee/Race Director checks the method used for technical inspection.

7.6. RACE REFEREES' AUTHORITY

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

Procedure as follows:

Driver under the influence of alcohol, black flag

Corner cutting – first warning, second warning (stop and go), third warning (black flag)

Driver swearing same as above

Driving up pit lane in wrong direction. – Black flag and DQ for that round

Repair car on track as above – DQ

Ultimately may even call for the use of the black flag when his/her instructions are not effective.

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.

Instructions for unsporting behavior are announced with the words: "First warning to car No . . . for bad driving, etc."

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

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.

7.7. RACE REFEREE FACILITIES

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.

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.

7.8. LAP COUNTERS/AMB CONTROLLER

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

All official SARDA events are to be run on the SARDA supplied laptop so as to simplify the import and export of data from the website. Timing system to be supplied by Host club.

Race Control is to make sure that at every milestone during the event, a suitable backup of data is made so as to avoid any data loss.

Where possible and within reason the results from an event should be uploaded to the website before the SARDA laptop is packed away at the end of the event. Alternatively the data must be uploaded by close of business on the Monday following a National.

The AMB Controller and Timing software must be made available in "Practice Mode" for at least 1 hour during the course of the Friday practice to avoid any possible mishaps during qualifying and mains racing as well as providing drivers the opportunity to test personalized transponders.

7.9. PUBLIC ADDRESS ANNOUNCER

A Public Address Announcer is required to liaise via a public address (PA) system

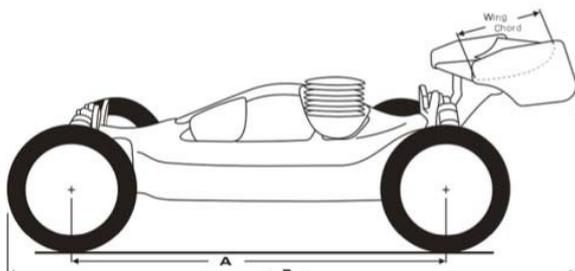
between the Race Officials and the drivers, and to give a brief commentary during the racing.

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. CAR SPECIFICATION

8.1. Buggies - 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	

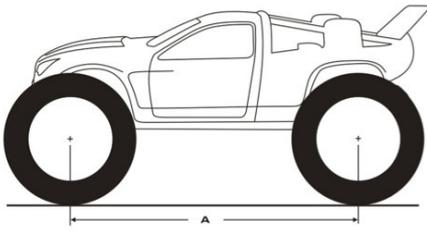
In the event of a vehicle failing the maximum fuel tank measurement – the car may be set aside for a period of 15 minutes in order for all components to cool down and return to normal. Once this cool off period has elapsed the fuel tank may then be rechecked for compliance.

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

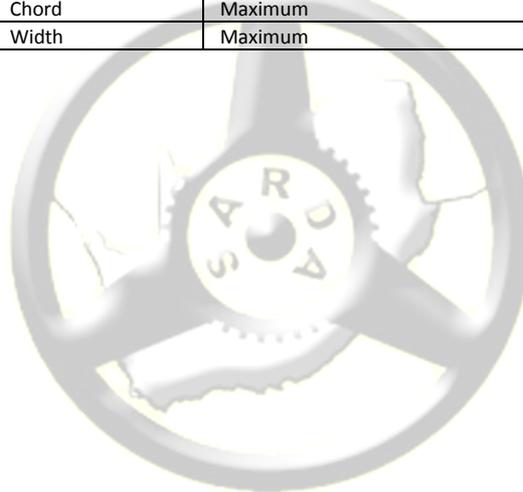
Only IFMAR homologated silencers are allowed. Please ask for a copy from a SARDA committee member or find the list on the IFMAR website.

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

8.2. Truggies - physical Specifications



Item		Limit	Specification	
Wheelbase (A)		Minimum	254.09mm	
Weight		Minimum	3900gr	
Fuel Tank Capacity (inclusive of any fuel tubing and fuel filters, no loose inserts allowed)		Maximum	150ml	
Wheels	Mounting Bead	Maximum	95.25mm	
	Overall Diameter	Maximum	101.60mm	
	Width	Maximum	55.88mm	
Tires	Diameter	Minimum	137.16mm	
	Width	Maximum	60.33mm	
Rear Wing	Side Dam	Length	Maximum	92.07mm
		Height	Maximum	60.33mm
	Chord		Maximum	77mm
	Width		Maximum	217mm



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.

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

Measurements of buggies 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) millimeters by 310 (three hundred and ten) millimeters, without any force being applied.

The buggy 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.

8.3. RADIO FREQUENCIES

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
40 MHz Various					

Above-mentioned frequencies are the only approved frequencies by ICASA and all other frequencies are used at own risk.

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).

It is NOT the responsibility of the host club or SARDA Off Road Gas to supply crystals.

At no time shall 2 (two) transmitters, with a transmitting frequency closer than 10 (ten) kHz be allowed to be used during one race, with the obvious exception of 2.4GHz systems.

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.

8.4. TRANSMITTERS

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

8.5. TRACTION CONTROL

No form of traction enhancing devices may be used including Gyros of any sort.



9. SARDA OFF ROAD NATIONAL EVENTS

9.1. RACING FORMAT

The SARDA Off Road Gas Championship Series will comprise of 1 single round as seen in other major countries like USA, Australia, etc.

The SARDA Off Road Gas National Champion in each class will be the driver with the overall win in each of the respective classes.

These events will be run over two (4) consecutive days, usually a Saturday and Sunday.

Race schedule to be provided at drivers briefing

Specific Tyre Rule applicable for National in 2018 (as per the technical committee)

- Specific tyre will be used for the entire event
- Tyre will be supplied at event by the hosting club
- Price will be determined by hosting club
- Sarda to subsidize R100 of the compulsory set for the first 50 drivers that enter , thereafter all other driver's will pay full price
- The Hosting club will be responsible for any defects , stock and any issues relating to the tyre choice
- Tyre choice supplied shall be used for the entire event
- There is no limits on tyre quantity one could purchase
- Sarda will not be held responsible for the shortage of tyres
- Drivers are to ensure that they pre-book stock directly with hosting track
- Any driver using a nonspecific tyre will be disqualified from that round
- Any form of tampering with thread pattern or tyre inserts will lead to driver disqualification from the heat or mains and result will be loss of position and points

ALL DRIVERS ARE EXPECTED TO BE PRESENT AT DRIVERS BRIEFING ON BOTH DAYS, FAILING WHICH DRIVER WILL BE DISQUALIFIED.

9.2. CLASSES

3 (three) classes are run, namely:

1/8th Gas Buggy

1/8th Electric Buggy

1/8th Gas Truggy

9.3. QUALIFYING ROUNDS

Except for the provisions as detailed in section 9.2 (Inclement Weather Rule), a maximum of 5 (five) 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.

Squadding may well result in a race comprising more or less than 10 (ten) cars.

Qualifying will be staggered starts for Electric buggy and rolling staggered start for Nitro classes.

At least one lap, in any of the three or four rounds, depending on timing, must be completed to qualify for the mains.

9.4. 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 with 2 to bump up from each round, the next best 8 (eight), the B Main, and so on. If it happens that only one (1) or two (2) drivers qualify for a lower Mains then they will be added to the main above them.

A bump up system will be in effect by the top 2 (two) drivers of each main bumping up into the next higher main.

At least one lap must be completed to qualify for points.

9.5. SCORING

9.5.1. Qualifying rounds

A driver's **three** best qualifying round positions will be used to determine his/her final qualifying position for the Mains. Ties will be resolved by consideration of his / her best qualifying time and not throwaway rounds.

9.5.2. 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:

Mains Position Points

- 1st A Mains 100 through to 12th A Mains 89 points,
- 1st B Mains 88 points through to 79 points,
- 1st C Mains 78 points through to 69 points,
- 1st D Mains 68 points through to 59 points,
- 1st E Mains 58 points through to 49 points and so on.

9.6. PRIZES

Awards are given for the following categories at National events:

9.6.1. 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.

9.6.2. Qualifying Rounds

Top qualifiers in each class will receive trophies.

9.6.3. Mains & National Championship (end of season)

The top 10 drivers for the finals only in buggy, truggy in will receive trophies. Overall 1st place in each class to receive floating trophies as we only run one national.

It is the responsibility of the person holding the floating trophy to make sure to bring it to the next National event. A R200 fine will be levied for failing to comply.

9.6.4. Presence at prize-giving

Should the recipient of any award be absent at the only annual prize giving, the recipient will unfortunately forfeit his/her trophy/trophies (unless prior arrangements are made with the tech committee).

9.7. INCLEMENT WEATHER RULE

An event is only cancelled or postponed owing to inclement weather once so determined by the SARDA Off Road Gas Committee. 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.

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.

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 9.1.4.1.

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

9.1.4.1 above (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.

A minimum of 1 (one) 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 committee.

The points earned from the results of the Mains in each class shall be added to the SARDA Off Road Gas National Points Log.

9.8. RACE RESULTS

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.

9.9. OFFICIAL PRACTICE

The track shall be open to all entrants for official practice all day on the Sunday prior to the event. Entrants found practicing during the week of these specified times, will be disqualified from the event (see section 12.1.3.2). Closure to practice prior to official practice, is at the discretion of the host club chairman and SARDA Race Director.

At the discretion of the SARDA Gas Off Road Committee, practice may be run in the following format: 30 minutes per buggies and 30 minutes per truggies, alternating.

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 12.1.3.2).

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. The presiding SARDA Off Road Gas Committee must approve any and all maintenance to the track or track surface.

9.10. TRACK MAINTENANCE

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 Committee. If any maintenance is undertaken, this may only be carried out between completed rounds.

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 endeavor to maintain a consistent racing surface.

9.11. Race Registration

Race registration may take place on the day preceding the qualifying and up until 8am or suitable time on the morning of qualifying and is compulsory for all drivers

10. PROTEST RULES

10.1. PROTEST COMMITTEE

Before the start of an event the SARDA will appoint a Protest Committee. 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.

It will be their function to rule on any written protest received by the Race Referee.

Only drivers participating in the race in question may enter a protest.

A protest may only be lodged for the following reasons:

The Organisers acting against the rules.

The Officials acting against the rules.

Results deemed to be incorrect, only if proof can be presented showing the result to be wrong.

Other competitors acting contrary to the rules, to the disadvantage of the driver lodging the protest.

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.

It may be the Protest Committee's duty to impose penalties for unsporting behavior, verbal abuse and/or general misbehavior not covered by PENALTIES in section 12.

10.2. LODGING A PROTEST

A protest must be submitted within 20 (twenty) minutes after the results of the race under protest have been posted on the Notice Board.

A protest must be submitted to the Race Director in writing stating the rule number that is being protested

A protest must be accompanied by R500.00 (five 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.

11. PENALTIES

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:

11.1. 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

11.2. 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.

Should the car pause for a period without infringing other drivers the penalty may not occur. This will be at the race referee's discretion.

11.3. 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.

11.4. 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. Mechanics may only fix cars in the pitlane and not on the track.

11.5. Pitting:

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

11.6. Coaching:

Electronic/Radio communication devices are allowed between driver and pitcrew. These may only be used in a single ear, thereby allowing the driver or pit crew to still hear general announcements. In addition no verbal communication other than the pit crew signaling the driver of an impending pit stop is allowed.

11.7. "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.

11.8. TIME PENALTY

When a driver receives a time penalty (10 (ten) or more seconds), the time penalty is added to the first lap, and 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.

11.9. 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.



12. DISQUALIFICATION

12.1. **Infringements that will result in immediate disqualification are:**

12.1.1. **Driving under the influence of alcohol or drugs**

12.1.2. **NOT ATTENDING THE DRIVERS BRIEFING**

12.1.3. **LEAVING THE VENUE EARLY WITHOUT INFORMING A RACE OFFICIAL**

12.1.4. **NOT ADHERING TO THE RACE FORMATS BELOW**

12.2. **Disqualification from Concours Results:**

Any car entered for Concours d'Elegance that does not compete and complete 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).

12.3. **Disqualification from a Race:**

12.3.1. 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 signaling of the all clear signal of the preceding race wherein the particular car shall race (see section 4.4.1).

12.3.2. **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 4.4.4).**

12.3.3. 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).

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

12.3.5. In the event of a frequency clash, failure by the lower ranked driver to change frequency in a Main event (see section 8.3).

12.3.6. Any driver found to be using a frequency other than the declared frequency (see section 8.3.6).

12.3.7. After the third corner cut infringement in a race.

12.3.8. 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).

12.4. **Disqualification from the Event:**

Any driver found in possession of an electronic traction control system and/or gyro systems (see section 8.5).

Any driver found practicing outside official practice sessions (see section 9.4.1).

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 9.4.3).

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 behavior 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.



13. FEES

13.1. CLUB 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).

13.2. FULL MEMBERSHIP FEE

13.3.

The annual SARDA Off Road membership fee for 2018 shall be 400 (Four hundred rand) per person per annum.

13.4. ENTRY FEE FOR SARDA OFF ROAD GAS EVENTS

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

13.5. Entry fee

Sarda will not charge an entry fee for this Welkom National in 2018 , as agreed by the committee to encourage more entries , Sarda will cover this cost with revenue generated in 2017

13.6. Late Entry Fee

A late entry fee of R200.00 (two 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.

14. WORLDS ENTRY SELECTION

SARDA will appoint a worlds selection committee that will select the Drivers that are eligible to represent SARDA at the World Championships, THE FOLLOWING QUALIFYING CRITERIA SHALL APPLY:

Driver will attend all 3 nationals and finish in top 10 in gas buggy
Driver will be a race referee or official at the nationals when required by SARDA
Driver will adhere to all rules and behave in manner according to the SARDA code of conduct and will have no adverse feedback to SARDA at any race including club races attended, this includes, alcohol or drug abuse, leaving an event before it is over, swearing and using abusive language towards any marshal and to fellow drivers, throw or abuse any rc equipment in rage.

If driver was a previous world attendee all feedback given by team members will be used in the selection process including all positive and negative feedback and this will be provided to the selection committee
Driver to accept the team conditions set below

Team commitments

There is a "team" going not individuals that represent a country
Drivers will sit together AND NOT WITH THEIR SPONSOR TEAMS, team manager to arrange
Driver must be able to afford it and confirm by paying entry upfront
Keep to deadlines for entries
Help to pit for each other and agree upfront
Non-drivers and mechanic will also help the team if they are given a pit pass
Follow all instructions given by the team manager

The selection committee will consist of neutral persons who have no interest in terms of sponsoring any of the world attendees and have no ranking and will be nominated by the current SARDA committee.

DRIVERS RULES AND GUIDELINES

It was decided that the 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.

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 marshaling position by the 30 (thirty) second signal otherwise, a one-lap penalty is deducted from their last race!
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 react 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 it's 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 R this distracts your attention from your job. Watch for mishaps about to happen R this facilitates quicker reaction on your part. Your allotted period of marshaling 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 marshaling 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 marshaled!

