

The South African Radio Drivers Association
For On Road Electric Model Cars



General Rules and Procedures
For 1/10th and 1/12th
Scale Electric Model Racing Cars

2019 Release

VERSION 2019.1

This Document supersedes all previous Rules and procedure documents prior to this release.

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1. Host club Track Specifications

1.1 Track Surface

The racing surface must be of un-sealed asphalt, coarse finish concrete or similar type surface. Bumps dips and other irregularities must be kept to a minimum, less than 5% of the racing surface. No jumps or ramps are allowed, a vehicle should not have to slow down to avoid rising off the racing surface.

1.2 Minimum Track width

The minimum width of the track will be 3 meters to accommodate all classes, this minimum width must be over 80% of the racing surface, including the straights, and narrower sections should be limited to tight corners only.

1.3 Minimum Track Length

The minimum track length will be 120 meters; the ideal length appears to be between 150 and 180 meters.

1.4 Boundary Markings

The inner and outer boundaries of a track must be marked with a clear, solid or broken, painted line of 75mm thickness. This line may be yellow or white. This line should not be part of the curbing where a track is surrounded by Concrete curbing. Should the track have multiple layouts, and then the lines can be dotted or omitted in certain areas.

1.5 Grid Markings

All tracks must have a grid marked out for 10 cars (or more). It must be laid out in a staggered form, with 2 spaces per row. Each position must be 2 meters apart, that is to say that Pole position will have a 2 meter advantage over 2nd and a 4 meter advantage over 3rd place which would be directly behind him. The total grids will be 20 meters long. Each position on the grid must be clearly marked with a number (1 for pole etc.). Each position must have a small line painted 1 meter in front of the starting position, this is a "jump start line" and a reference point for the chief marshal.



1.6 Corner Barriers

All tracks should have a form of corner obstacle to discourage corner cutting. Fixed “life like” concrete curbing is the best way of achieving this. Other means are acceptable for example plough disks were always the best way, but these may not move when struck by a car. Curbs must not form part of the boundary markings, (Closest to the track surface). All cars should be at minimum risk when striking the curb.

1.7 Drivers Stand

A stand or stands shall be provided to give all drivers an equal, elevated view of the whole track. The stand must be no less than 1.8meters in height. It must be no less than 9 meters open standing width. It must provide secure standing space for 10 average adults. Only drivers competing in the specific race of the moment may be on the drivers stand, apart from this, up to 2 officials are allowed on the stand to referee.

Drivers are free to access and depart the stand during racing; they must respect their fellow competitors, however. Any distractions to other drivers whilst accessing or leaving the stand could be dealt with under behavioural requirements (Rule 22).

No Cell phones may be used or switched on whilst on the drivers stand in any capacity, driver or otherwise.

1.8 Preference

Preference will be given to a track that has been built for Model car racing only and has no other uses. These facilities must comply with all of the above.

2. Host Club Requirements

2.1 SARDA Affiliation

Any club hosting a SARDA sanctioned event must be affiliated to SARDA ONRE. The cost of the affiliation will be set by the treasurers approved annual budget at the beginning of the said year, and will apply for that year or part thereof.



2.2 Rules and Procedures

All Rules and procedures as laid out in this document must be adhered to.

2.3 Officials

All chosen officials must be accepted by SARDA prior to the meeting taking place. These officials must be listed and issued to the SARDA committee 1 month prior to the event being held and accepted by the committee. A club may approach SARDA for assistance regarding officials, but SARDA will not be held responsible if it is unable to arrange officials. Officials must be present for the entire event, i.e. both days. The scrutineer preferably on the Friday afternoon before the event to assist drivers with technical issues.

2.4 Track

The host club must insure that the track surface is clean and prepared for racing by 10am on the Thursday before the event. The track must then stay in this condition throughout the weekend. The track will be sugared at the discretion of the SARDA committee, such decision will be advertised by the host and not changed, and if sugar is applied and it rains the committee must re-evaluate the need to re-apply sugar. The solution will be applied under the supervision of a Nominated SARDA Official. If the off track is grass or sand, every precaution should be taken to ensure that loose grass or sand does not come onto the track. If grass or sand does come onto the track it must be cleaned. Electrical power must be supplied for the drivers (Approximately 22 Kilowatts) and toilet facilities must be available for male and female by Thursday 10am of that event.

The track must be available for drivers to practice on this track 60 days before the event. The track does not have to be sugared but must be reasonably clean and respectable for practicing running up to this event. It is expected that the host club runs a Pre-Nats event 2 weeks before the event in similar conditions as a national event. (Layout to be the same).

2.5 Documentation

The host club is not required to send out entry forms to the members, this is handled by SARDA; the club may assist if it wishes. The host must provide a program of events that must include all races and entrants of on-time entrants supplied to the host by the SARDA race organiser. The program must be made available to all competitors at no charge. The club may have extra copies and sell them to spectators to raise club funds.



2.6 Number stickers

The host club must make available for each car entered, 3 number stickers for 3 places on each car. The numbers must be from 1 to 10, the number 0 can represent the number 10. These numbers can be handed out at registration with the programs. See rule 5.5.5 for the dimensions of the numbers.

3. Race Officials and Duties

3.1 Clerk of the Course

The Clerk of the Course will accept complete responsibility for the application of the rules. He will decide upon the penalties incurred for racing infringements. He/she will also be the chairperson for the Protest Committee. He/she will hold the highest capacity over the event, and the decision of the Protest Committee is final and binding. The duty can be done in shifts with 2 or more people. The Clerk of the Course may not have a direct interest of specific competitors in the event or the part of the event that he is responsible for so as to limit the unfair advantage.

3.2 Race Director and Commentator

The Race Director shall be responsible for the start, timing and finish of each race. He/she will be responsible for the operation of the computer and timing equipment. During racing, he/she will provide accurate commentary, including time updates and positions. The Race Director and race referee are the only people that can abort a race whilst starting or during a race. He/she will also be responsible for applying penalties that are issued by the referee or Clerk of the Course. It is recommended that this job be split over 2 or 3 capable people.

3.3 Chief Marshal and Chief Referee

The chief marshal must ensure that all marshals have reported to him/her, and that adequate substitutes are in place when required. He/she will also be responsible for ensuring that the grid is correctly lined up and that it is not interfered with after the Race Director's "hands off " or 30-second call. He/she is also responsible for rule 11 pertaining to jump starts. He/she is also responsible for the enforcement of rule 14.1 regarding failure to marshal. The absence of the chief marshal and chief referee will result in an R500.00 deduction of the club's refund.



3.4 Chief Scrutineer

The Chief Scrutineer will be solely responsible for the upholding of the rule 24, Scrutinizing Procedure. He/she may assign people to assist with the job, but he/she must remain responsible for the event's scrutineering.

3.5 Protest Committee

The Protest Committee will consist of the Clerk of the Course (who will act as the chairman of the Protest Committee), the SARDA Chairman or nominated substitute from the SARDA Committee and a Technical Adviser nominated by SARDA. Five other people must also be on this committee, and three of them must be available at any given time to avoid the delay of races whilst hearing a protest. In case of a protest, no protest committee member for that specific protest may also be racing the class under dispute.

3.6 Concourse Judges.

These officials will judge all cars entered for concourse prior to the start of the event. There must be at least 3 judges who will combine their results to determine the winner for each class. The judge may not be an entrant in the concourse competition.

3.7 Referees

- Two referees will be used for each race at a SARDA sanctioned event. The first referee will be the winner of the previous race.
- For the first qualifier of the season, the first referee will be the driver of the No.1 car of the last qualifier on the race schedule.
- For the first qualifier of an event, the referee will be the driver of the No. 1 car of the last qualifier on the race schedule.
- For the Mains of an event, the first referee will be the driver of the No.1 car of the last Mains on the race schedule.
- The first referee will be performing referee duties instead of marshalling duties. Failure to perform his duties as referee will result in a marshalling penalty as per par. 14.1. It must be noted that the first referee will only be permitted to make use of a substitute if the consent of the Clerk of the Course is obtained prior to the race.
- The second referee is to be supplied by the host club at their expense. The second referee must be approved by SARDA prior to the event. It is the club referee's responsibility to ensure that he/she will be available at all times during the event.



Should he/she need time away, they must make provision themselves for a substitute, such substitute must be approved by the Clerk of the Course for that event.

- The Referees will monitor the race at hand and ensure that rules and etiquette are adhered to. The referee has the right to issue penalties to drivers as he/she deems necessary and according to the rules.

3.8 Pre-Race Check

The host club must provide an official to perform pre-race checks on battery voltage, weight, car and wing dimensions.

4. Safety Precautions

4.1 Spectator Safety

Adequate protection shall be provided to avoid injury to spectators in the event of a car leaving the track at high speed. Spectators should be warned of bad spots like the end of the start straight.

4.2 Indemnity

An indemnity sign must be put up for a club's own protection, as specified in the constitution. This is essential. SARDA accepts no responsibility whatsoever for accidents and injuries due to the neglect of the host club.

4.3 First Aid Kit

An approved First Aid kit will be provided by SARDA to all SARDA National events and kept at race control at all times during the event.

4.4 Fire Extinguisher

A Dry Powder Fire Extinguisher and 2 buckets of sand must be made available by the hosting club at all times; this should be kept with the First Aid Kit.

4.5 Lipo Safety Bags

All Lipo batteries must be charged inside a Lipo Safety bag. Penalties for not abiding to this rule will be as per paragraph 14.



5. Race Duration

All races shall be of 5 (five) minutes duration, with the exception of 1/12th Scale classes which will run 8 (eight) minutes.

6. South African Championships

The South African championships will be a series of 5 (five) major events held during a calendar year. Each event will have points awarded to each competing racer. Each racer will be allowed to discard his/her 2 worst results (including not attending any one or more of the events). Thus, each competitor's 3 (three) best events will count towards the series. The winner of each class (the person with the highest points score) will be declared the South African Champion in the class. Should there be a tie, superior discards will be taken into consideration, should this not break a tie, and then the position will be shared.

7. Event Format of a SARDA National Event

7.1 All SARDA National events will be held over a two-day period. No reserve days will be allocated.

7.2 All events will comprise of 4 Qualifying heats and 3 Finals with the following exceptions:

7.2.1 If there is a time loss, in which case Rule 19 will come into play.

7.3 It is suggested that qualifying heats are run in the first day with the mains on day two. With smaller entries and longer daylight time, it is suggested that more racing be completed on the first day to allow for more freedom of time thereafter.

7.4 Order of racing will be fixed as follows:

21.5 Stock Touring Novice

Formula 1

FWD 13.5 Touring

13.5 Pro-Stock Touring

12th Scale Stock

12th Scale Modified

Touring Modified

7.5 The event must be closed with an awards ceremony or Prize giving.



8. Mains System

- 8.1 All classes will run three mains races.
- 8.2 The triple mains system will work as follows:
 - 8.2.1 The grids will be as per qualifying, regardless of the finishing position of any previous mains.
 - 8.2.2 The racers will be awarded points for each final, 10 points for first, 9 points for second and so on.
 - 8.2.3 The 2 best results will be taken into account and a final result achieved by adding the competitors 2 scores together.
 - 8.2.4 If there is a tie, in points, then the 3rd points score is taken into consideration.
 - 8.2.5 Should there still be a tie, times are considered, and the fastest time from any main to break the split will determine the winner. If still a tie the position will be shared.
- 8.3 All mains will have 10 cars; the lowest main may have less, but must have a minimum of 4 cars to be run. At the request of the host club, a main of 3 or less cars may be run, should they so desire, and time permits. This race is considered a fun race and official results are still drawn from qualifying position.
- 8.4 Should a main not be run, then the grid position is still the final result and points will be awarded accordingly.

9. Determining starting grid position

The criteria for determining the starting grid position will be as follow:

- 9.1 Staggered Starts during qualifying heats:
 - 9.1.1 For the first heat or qualifying round, a competitor's position in the current championship table will determine the starting position. For the season's opening event, the previous year's finishing table will be used to determine the starting position.
 - 9.1.2 For the second heat the drivers starting position will be determined by the driver's previous heat result, not the previous heat's starting position.
 - 9.1.3 After two qualification rounds have been completed, the heats will be re-sorted according to the results of the first two qualification heats. The heats will then remain unchanged for qualification rounds three and four.
 - 9.1.4 For the mains, the competitors' car number will be the grid position, this is determined from the overall qualifying positions.



9.1.5 Qualifying position is determined by the competitors' score per round with best 2 of 4 qualifying rounds to count. Qualifying position is determined by a points based system per round per race. In the event of a tie, the highest throw away will be taken into account, if still a tie, the second throw away will be taken into account, and if still a tie, the racers fastest time of the qualifying event will be taken.

Position	Points Scored
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10

10. Race Starting Procedure

The Race Control Official on duty will start each race at the time. This person is the only person who is able to abort a race after 30 seconds prior to the race. Each race will be started in the following way:

- 10.1 Staggered starts will have a 30 second warning, at this time all cars should have lined up in the order given by the Grid Marshal. After the grid is clear, The Starter will give out the sequence to which the cars will start, he will then say "Drivers Stand By". This is the signal that the cars are under starters orders. When they hear their car number called they will pull off and race. The starter will call each car at a gap of 1 to 2 seconds. Should a car not start when called, he/she must wait until all the cars are gone before pulling off.
- 10.2 Mains starts will have all cars line up on the grid according to their car numbers. At 30 seconds, the starter will clear the grid, after which no cars may be attended to, or added to the grid; late comers must start from the back of the grid. After the clear grid signal, the starter will say "Drivers Stand By . On the tone". After this, a starting tone will be signalled by computer after a random short delay.



11. Jump Starts

A jump-start will be defined as the following:

11.1 Staggered Starts

A driver that starts before their number is called will be asked to pull over and wait for others to go.

11.2 Mains Start

11.2.1 A person who jumps out of his grid position but does not cross the 1 meter line ahead of his position, they will be allowed to start and have a 10 second time penalty added to their last lap time or at the discretion of the referee give the driver a stop go penalty.

11.2.2 A person who jumps and crosses the 1-meter line, this person will have a 1-lap penalty incurred for that race.

11.2.3 A person who is not ready once the HANDS OFF (30 second) call is made will, start in the pit lane as indicated by the race referee.

12. Participation in SARDA Sanctioned events

In Order to participate in a SARDA Sanctioned event, you must be a member of, and affiliated to SARDA On-Road Electric (ONRE). You must also be affiliated to a club that is affiliated to SARDA ONRE. SARDA reserves the right to discipline any member they feel has done an injustice to the hobby. Such discipline could mean banning or suspending a member, during this time such a member will not be allowed to compete at SARDA sanctioned events.

13. Results and Points System

All results of an event are to be captured on computer and backed up. Points are awarded for both Qualifying heats and Mains, they are awarded as follows:

13.1 Qualifying and Mains:

Position 1	100 Points
2	99
3	98
4	97
5	96
6	95



7	94
8	93
9	92
10	91
11	90

And so on until 1 point.

For example, a person qualifies 4th and wins the A Main, $97 + 100 = 197$. The score for the event is 197 points, or a person finishes 1st in qualifier and 4th in A Main, $100 + 97 = 197$. The score for the event is 197 points. A person will add this to other scores from other events towards the National Championship.

A driver must complete at least one lap to count as a result in a race. Points will only be allocated if a result has been achieved. If a driver cannot complete the event due to unforeseen circumstances and has obtained a qualifying position, he/she will obtain the mains points according to the race results.

14. Penalties

The following penalties will be applied for the following listed infringements unless otherwise stated.

The Clerk of the Course and/or Race Referee will give a first Warning for first infringement, then for second infringement he/she will have her Final position reversed by five (5) places on the Final grid and for third infringement he/she will be disqualified from the remainder of the event.

14.1 Failure to marshal without arranging acceptable substitute.

A One lap penalty will be issued against your fastest qualifying heat should the infringement occur during the Qualifying. This penalty will be announced upon posting of the said races results. The penalty will be applied after all 3 heats have taken place. During the mains, the offender will have a lap removed from the main race involved.

14.2 Failure to comply with Behavioural and etiquette requirements.

The Clerk of the Course will first verbally warn the competitor, should the problem persist, he will then take action. This could lead to disqualification from a race, to disqualification from the said event. Should this happen, the Clerk of the Course will write a report on his findings and present it to SARDA before the close of the event. If a person is disqualified from the



event, he will NOT get a refund. The referee also has the authority to issue penalties related to behavioural standards during a race.

14.3 Vehicle Infringements

Should a car be found to be outside the specifications laid out in this rulebook at a pre-race check, the driver will be allowed to correct the problem before starting. The Race Director will not wait or hold the clock for this purpose. Should the car be found to be outside the specifications laid out in this rule book at a post-race check, the car will then be disqualified and the result removed. Apart from weight, race damage will be taken into consideration during a post-race check. Should the car be disqualified, it would only be for that race, the driver will be allowed to correct the problem for the next race, with the exception of any illegal device such as modified or illegal motors in stock classes, or out of spec batteries, these infringements could lead to harsher penalties from the Clerk of the Course.

14.4 Driving Violations

In the case of bad driving like deliberately bumping other drivers and or deliberately weaving to prevent overtaking the Race Referee has the discretion to apply a stop go penalty to that driver. Failure to do so once called by the Race Referee, will lead to disqualification of that race. No protesting will be entertained and the Race Referees decision is final.

14.5 Penalties

The Clerk of the Course or Race Referee may issue penalties for infringements of the rule book or Constitution as he/she sees fit. For example, a competitor interfering with the grid after "Hands off" could be penalised.

15. Etiquette and Behavioural Requirements

It is expected of all people who are involved in the event, regardless of capacity or competition level, to uphold a good standard of behaviour at all times. Any bad behaviour will be dealt with severely at all times. No verbal abuse or harassment may be directed at any official or marshal. Shouting, swearing and flaring tempers are all part of bad behaviour.

The sport is in the public eye and is also popular amongst the younger generation, good behaviour and a good etiquette is important.



16. Black Flag Policy

A car or driver could be asked to withdraw from a race for the following reasons:

- 16.1 His/her car is damaged and is a hazard for other racers. The driver will be notified of such a problem and may re-join from pit lane when the problem is fixed.
- 16.2 The car is being driven poorly, the driver will be warned of his driving, he will then be penalised by a stop go and the 3rd notification will be to remove his car from the circuit.
- 16.3 Breach of Rule 15 and 16. This could result in Disqualification from the entire event. A competitor will always be warned first before action is taken with the exception of Rule 14.5, if the breach is excessive.
- 16.4 If a driver has been “Black Flagged” for 16.1 or 16.2 or 16.3 he will be able to continue with the event unless the actions of 16.1 or 16.2 or 16.3 continue and the Clerk of the Course or Referee decides that it will not improve.

17. Protest System

The following Protest system will be used by SARDA at all sanctioned events

- 17.1 A Protest Committee will be announced at the Drivers briefing prior to the start of the event. This will consist of people as laid out in Rule 3.5
- 17.2 The protest fee will be set at R200 (two Hundred Rand) for standard protests. Should someone protest the legality of a motor, then the cost of replacement of such will be added to the protest fee. Should a motor need replacing after a strip down, then it shall be replaced with the exact type and model of motor.
- 17.3 A Protest form (available at race control) must be completed by he/she who wishes to lodge a protest, and handed into the Clerk of the Course within 30 minutes of a result being posted. The posted time of the result must be written on the result sheet itself. The Clerk of the Course will note the time of receipt of the protest. All times are taken from the main Computer. If the protest is against something other than a race result (e.g. Someone’s behaviour is being protested) then the person is required to lodge the protest as promptly as possible.



- 17.4 All evidence and witness reports must be available at the hearing. No evidence or witnesses will be accepted after a decision has been made.
- 17.5 No Video footage other than that obtained from the official Camera will be allowed.
- 17.6 Decisions of the Protest Committee will be by majority vote.
- 17.7 The result of a Protest will be announced and, if upheld, the protest fee will be returned to the protester. Should the protest result in a result adjustment, a new time of posting will be announced.
- 17.8 Should it be required that a motor be stripped, it must be done at the earliest possible time so that, should it be legal, the owner has time to make arrangements for the rest of the meeting. If a driver protests for a motor to be stripped an additional fee of R50 is payable and not refundable irrespective of the outcome.

18. Re-runs

Under no circumstances shall a race be re-run unless the following has occurred:

- 18.1 There has been a computer or AMB (loop or decoder) failure.
- 18.2 There has been an error by the Race Director that affects the outcome of the race. (e.g. Starting a race with a blocked grid)
- 18.3 The race was interrupted by rain or any other hazard that the Clerk of the Course deems unfit to race in.
- 18.4 Re-run due to a successful protest
- 18.5 Should a re-run be necessary, the Race Director will decide a convenient time to hold the re-run and announce the time immediately. A note will also be posted notifying the racers of the re-run.

19. Time loss rules

Event running time can be lost due to unforeseen or uncontrollable circumstances; the most common would be rain or timing equipment failure. The rule will be used as follow:



19.1 Rain

19.1.1 The Clerk of the course will decide as to when conditions are unfit to continue, any qualifier or main stopped in this way will be declared null and void. The cars will be released to the competitors to prepare for the restart.

19.1.2 Once the event has been stopped due to rain, the Protest Committee will meet from time to time to monitor the track. Once they feel it is fit to continue, a restart time will be announced.

19.1.3 Should the stoppage interrupt a race, the Protest Committee will decide whether the event can restart with that race, or, if the stoppage was too short, it should start with the next race. Should this be the case, the Race Director will treat the lost race as a rerun and fit it in accordingly.

19.1.4 If the track needs to be re-sugared, the event will restart from the first race of the class that was interrupted by the rain.

19.2 Should the event be delayed by something else (e.g. Computer failure.) then the Clerk of the course will announce a 5-minute restart after the reason for stoppage has been cleared.

19.3 Should the event have to be cut short due to time loss, then the following will apply.

19.3.1 Any complete rounds will count.

19.3.2 One round can be declared as a result.

19.3.3 If the time loss causes the event to have to be shortened (less races), then the following will be the method applied to reduce the event.

19.3.3.1 No extra time will be allocated other than the two days (Saturday and Sunday)

19.3.3.2 No Qualifying heats will take place under artificial light at outdoor events. No Mains will be run under artificial light at outdoor events unless the Protest Committee approves such a situation.

19.3.3.3 No Racing whatsoever will continue after 6:30pm on the Sunday.

19.3.3.4 The Clerk of the Course will decide if the light is favourable for racing or not.

19.3.3.5 In the event of having to reduce the event, the multiple mains system will be reduced to one main for all.



- 19.3.3.6 The next form of reduction would be to drop one of the 4 qualifying rounds.
- 19.3.3.7 The next form of reduction would be the dropping of the mains. If this were the case, the grid position achieved for the mains would be your Final result.
- 19.3.3.8 At least 2 rounds of qualification must be complete to be able to run any mains.
- 19.3.3.9 If less than one complete round has been achieved, all classes included, the event is cancelled without replacement, and no result is declared
- 19.3.3.10 If one round is complete, and additional rounds of certain classes are completed, then these completed classes will count towards a final result.

19.3.4 Any mains that are completed will stand as a result.

20. Prizes and Awards

Trophies must be awarded at all Nationals in the following way:

- 20.1 At least 3 trophies for the top 3 finishers in all mains.
- 20.2 At least 1 trophy for the Top Qualifier in each Class.
- 20.3 At least 1 trophy for the best car in the concourse category.
- 20.4 Each trophy must have an engraved plaque with information including Event name, Class and position of mains or achievement.
- 20.5 SARDA will determine standard of trophies to be awarded.
- 20.6 SARDA will be responsible for the purchase and arrangement of trophies.
- 20.7 The host club may award additional trophies and prizes. Cash prizes are not allowed to be awarded at a National or SARDA sanctioned event.
- 20.8 Trophies not collected by the participant at prize giving will be forfeited. Special arrangements to be made in the case of a driver not being able to attend due to an emergency. Prize giving will take place no later than 30 minutes after the last race is run.



21. World Championship Selection Criteria

Every second year, there is a world championship event. The year prior to that is a selection year. The criteria for selection will generally be the top performers in the classes that are represented in the IFMAR Worlds. The SARDA committee will evaluate and formally accept the members to represent the country. If due to financial constraints the Top performers are not able to attend the next best will be selected. This limit would also be subject to the number of entries SARDA is allowed to enter in the worlds. This may also be subject to sponsorship received to pay for a team to represent the country.

22. Membership registration

Each person who wishes to partake in any SARDA sanctioned event must be a registered member of SARDA. The cost for this membership is set at the beginning of the year according to the treasurer's budget and will be due for that year or part thereof. Full membership includes indemnity insurance, IFMAR and SARDA Executive affiliation.

The membership registration is available on the website (www.sarda-rc.org). All people wishing to join SARDA must be a member of a SARDA Affiliated Club.

Club Affiliation: After completion of the season, clubs who wish to host national events as well as clubs whose members wish to participate in SARDA events need to register and pay their fees for the next season. The registration and payment facility will be available on the website (www.sarda-rc.org).

23. Event Entry Procedure

The following Procedure must be followed when entering for a National Event:

- 23.1 A member who wishes to enter for a National Event during a season must affiliate to SARDA On-road Electric (ONRE) on the website (www.sarda-rc.org).
- 23.1.1 In the affiliation process, a member needs to select the club to which he/she belongs. This can only be done if the specific club has affiliated to SARDA.



- 23.1.2 A member can affiliate for the season during the affiliation period (November to January) (which is preferred), or he/she can affiliate with the entry process for the first national event.
- 23.2 Members must ensure that their details are correct, the make and model is captured and that they capture their personal transponder number(s) next to the corresponding car.
- 23.3 Members then enter their cars for the specific classes they wish to compete in.
- 23.4 The closing date for all entries is 17h00 on the Friday 2 weeks prior to the date of the event. The entry process is only complete when the online payment is done.
- 23.5 Late entries may be accepted but there will be a penalty applied.
- 23.5.1 Entries will only be accepted if submitted via the on-line entry system on the SARDA web site if in use.
- 23.6 It is the individual's responsibility to ensure to capture the correct details during the entry/registration process.
- 23.7 Provisional grids may be published on the Internet as entries are received, the final starting grids will be posted on the SARDA web site on the Tuesday before the event.
- 23.8 Should an entrant withdraw prior to the closing date, he/she will be refunded his/her entry fees (the bank fees incurred by SARDA will be deducted). The system will automatically issue a credit but the entrant is also allowed to request a refund. If the withdrawal is after the closing date he/she will forfeit their fees.
- 23.9 Any late entries, payment confirmations or changes received after the closing date may not be squatted for the qualification rounds according to point's standings.
- 23.10 Corrections due to errors or omissions by SARDA will take preference over late entries if classes become full, where a late entry is subsequently removed due to this, a refund of fees will be due.



24. Scrutineering Procedure

The following Scrutineering Procedures will be followed during the event.

24.1 Pre-event Scrutinizing

- 24.1.1 All scrutinizing devices must be made available during pre-event registration. Experience must be on hand to assist people who wish to check the legality of their cars.
- 24.1.2 A scale will be provided by the host club. The scale will be checked according to the SARDA calibration weight. The correction factor will then be noted and published at the beginning of each day of the event.
- 24.1.3 Measuring devices to check dimensions must be available for the competitors to check their dimensions as from the Thursday 10:00am.

24.2 Pre & post-race checking

- 24.2.1 All cars must be switched off and handed to the race scrutineer. Any car that does not follow this procedure will be disqualified from that race.
- 24.2.2 All cars must be registered with the scrutineer two races before the driver's heat.
- 24.2.3 The scrutineer will check all the cars, if a car is not within the specification, the driver will have the chance to correct the car, but there will be no extra time given.
- 24.2.4 All rubber tyres will be marked by SARDA before the event commences. An official SARDA marking will be applied to each tyre and may not be removed during the event. In case of the SARDA marking being removed, the competitor will be disqualified from the event.
- 24.2.5 All cars must be checked for width, weight and battery resting voltage, however in each race at least one car must be randomly selected and thoroughly checked after the race. Motors should be opened and inspected.
- 24.2.6 Cars may not be removed from the pre-race scrutineering and taken back to the pit area.
- 24.2.7 Cars may only be removed from the post-race scrutineer once it has been checked and released by the scrutineers. The scrutineers may grant permission to remove the cars beforehand as long as he/she is able to do the required inspection of the car.



24.3 Tyre Preparation and Additive

24.3.1 Any available safe tyre additive and cleaner can be used for touring car tyre preparation.

24.3.2 Additive can be added any time before the driver's heat.

24.3.3 Tyre warmers are allowed

25. Lap Scoring Procedure

SARDA will provide a full lap scoring system with AMB and Computer timing equipment. The host club is expected to have a back-up AMB System (without computer) in place should any equipment fail.

The host club is also expected to provide paper and a back-up printer and the required software drivers for Win 2000, XP, Windows 7, 8 & 10.

The host club is responsible for the timing loop which must be installed over the track's finish line. The specifications for the loop are as follows:

Distance from track surface:	Not more than 20 mm
Cables:	Standard 0,75mm flex or rip cord.
Distance between lines:	300mm Min - 450mm Ave - 600mm Max
Resistance	470 Ohms (0.15 - 0.5 watt)
Width	10 m Max, best at 5 m

It is advised that a second loop be installed if the loops are installed under a tarmac surface. The loop must either be at the end or beginning of the starting grids and not in the middle.

All cars must be equipped with a personal transponder. SARDA is under no obligation to provide any transponders. In the case that a transponder malfunctions, manual lap scoring will not be done and laps driven without a transponder will be lost.



26. Marshalling Procedure

The marshalling system to be used for all National Event's will follow the following procedure:

- 26.1 A driver will fill the role of a marshal after each race he/she competes in.
- 26.2 The winner will be the race referee for the following race and take up the referee position on the drivers stand. This duty will be performed instead of the marshalling duty. Failure to perform his duties as referee will result in a marshalling penalty as per par. 14. It must be noted that the first referee will only be permitted to make use of a substitute if he consent of the Clerk of the Course is obtained prior to the race. This requirement takes precedence over 26.7.
- 26.3 After completing his/her race and placing their car on the scrutineer's bench, the competitor will then report to the chief marshal to ensure that he/she (the chief marshal) has checked the competitor off on his/her records.
- 26.4 Marshalling positions will be allocated at strategic points around the track, each numbered clearly with a number 1, 2, 3, etc. There must be a minimum of 8 positions. After having checked in with the chief marshal, the competitor must take up his/her position on the track at the number according to his/her car number of the race he/she has just completed. The chief marshal may move racers to different marshalling points due to the no1/winner car (as the case may be) being assigned race referee duties.
- 26.5 The marshal may only return to collect his/her car from the Scrutineer once the "all clear" signal has been given on the race they have marshalled.
- 26.6 A competitor must marshal any race that follows a race they have been assigned to, regardless of whether or not they actually took part in that race or not.
- 26.7 A competitor may assign a fellow competitor to marshal in his/her place, but it remains the competitor's responsibility to insure that his/her replacement follows the proper procedure. Any penalties incurred will be the competitor's penalty and not the replacement's.
- 26.8 The marshal, or replacement, must have registered with the chief marshal at the one-minute signal prior to the start of the race, which is issued by race control.
- 26.9 A marshal shall only remove a car, which is stranded due to failure, and place it in a safe location, in order to clear the track for other traffic. He/she may not attempt to rectify the problem on the car, or return the car to the pits.



27. Drivers Briefing

Drivers Briefing will be held prior to the start of the meeting, the first race will commence a minimum of 10 minutes after the completion of the drivers briefing. All competitors should attend this briefing, as important matters pertaining to the event are discussed which includes:

1. Meeting times and Schedule.
2. Introduction of Main Officials and Race controllers
3. Introduction of the Protest Committee.
4. Special requirements and requests
5. Any Special notices
6. Answers to questions.

Drivers that do not attend will be penalised.

The Clerk of the Course will give a first Warning for first infringement, then for second infringement he/she will have his/her Final position reversed by five (5) places on the Final grid.

28. Concourse de Elegance

28.1 Categories

Concourse will have one combined category where the following classes can enter:

- 28.1.1 Touring Cars
- 28.1.2 1/12th scale
- 28.1.3 Formula 1

28.2 Judging and scoring of entrants

Judging will take place during and after Drivers briefing. The judges will select one car each (a total of three) in each category. Each judge will then individually score the car he/she selected as well as the cars the other judges selected. At the end of the judging, the scores are totalled and a winner announced.

The categories for judging will be as follows:

- Overall impression.
- Cockpit detail.
- Tyre and wheel detail



- Artistic impression of body (use of paint verses stickers etc.)
- Overall state of car (Clean, scratched etc.)

Each category will be rated on a 1 - 10 scoring system (1 = poor, 10 = excellent) and each judge will give a score with a maximum of 50 points. The judges will combine their scores once judging is complete and the entrant with the highest score out of 150 points wins that class.

28.3 Racing of Entered Cars

All cars entered for concourse must be raced in the first heat, exactly as entered. If the competitor is unable to compete in the first heat, he must inform the Clerk of the Course that he/she will compete in a later heat with the car.

29. Rules changes

- 29.1 Any change in the rule governing motors shall be advertised on the SARDA website or a special circular sent to all members. The new rule will become effective 1 month from the date of such newsletter.
- 29.2 All other rules may be changed by the notice of the SARDA Committee and published on the SARDA website with the rule change coming into effect 1 month after the date of the publication.
- 29.3 By a majority vote at a rules meeting, the rule change may come into effect from that meeting.
- 29.4 A rules meeting may be called at any national event or special general meeting if the need arises.
- 29.5 In certain circumstances rules can be made affective from the start of that race season as long as it does not impact the race performance standard set in previously run events in that race season.



Appendix A

2019 Annual SARDA fees as agreed by the 2018 Committee:

SARDA membership registration:

Full registration R250 for the year

SARDA club affiliation registration:

R600 registration fee for the year.

Race fees:

R200 for each car entered in a National event.

Late entry fees:

50% the normal entry fee.

Club host rebates:

Clubs hosting national events will receive R100 for each car registered.

Protest fees:

R200 protest fee will be required before a protest is entertained.

Penalties:

A R100 penalty will be incurred for every infringement incurred by the host club during the national event with the exception of the following whereby a R500 penalty will be incurred

- a. No Chief Marshal (rule 3.3)
- b. No Chief Scrutineer (Rule 3.4)
- c. PA system that does not comply with SARDA specification (Rule 2.4)
- d. Timing system loop that is not up to SARDA specification (Rule 25)
- e. Host club do not comply with Safety Precautions (Rule 4)

Value of National trophies for 2019

Average of R100 per trophy



Appendix B

Special rules relating to 1/12 class for 2019 season:

Host club for all Events

All national 1/12 events will be held at Welkom RC Club for the 2019 series.

1/12 Series Committee:

- Race Director and SARDA Member: Antonio Caroli
- Series Coordinator: André Greeff
- Results/Data Coordinator: Shaun Schutte

Appendix C

Special rules relating to the SARDA ONRE 2019 season

There will be a series of **4 (four)** major events held with the **3 (three) best** to count towards the series result.



Document change history

Rules updated: Nov 2004 (Airborne AGM.) New version 9 Rev 0

Rules updated March 2005 Sarda Committee meeting Version 9 Rev1

Rules update Aril 2005 Committee meeting Version 9 Rev 2

Rules update Nov 2005 Committee meeting Version 10.1

Rules update June 2006 Committee meeting Version 10.2

Rules update December 2006 AGM & Rules Meeting K90 Nats Version 11.00

Rules update December 2007 AGM & Rules Meeting 4 Nov 2007 TRAP Nats Version 12.00

Rules update Committee Meeting 27 November 2007: 2008 Rules Version 12.00 Rev 0.00

Rules update Committee Meeting 7 May 2008: Rules Version 12.01 Rev 1

Rules update AGM & Rules Meeting 1 November 2008: 2009 Rules Version 13.00

Rules update Corrective Editing of Cover Page, 22 January 2009: Rules Version 13.01

Rules update AGM & Rules Meeting 17 October 2009: 2010 Rules Version 14.00

Update class names and insert page numbers Committee Meeting 25 November 2009 Rules update
AGM & Rules Meeting 6th November 2010: Rules Version 15.00

Rules update AGM & Rules Meeting 5th November 2011: Rules Version 16.00

Rules update AGM & Rules Meeting 3rd November 2012: Rules Version 17.00

Rules update adding Serpent 411FF to FWD 13.5 class & adding HobbyWing XERUN-60A-XD (V2.1) to
approved ESC's for 21.5 Touring – 5 May 2013: Rules Version 17.02

Rules update – Annexure 1.1 – Change to TOP Racing FD Drivetrain – 6th September 2013: Rules
Version 17.03

Rules update AGM & Rules Meeting 16th November 2013: Rules Version 18.00

Rules update AGM & Rules Meeting 15th November 2014: Rules Version 19.00

Rules update AGM & Rules Meeting 14th November 2015: Rules Version 20.00

Rules Version 20.00 divided into two documents:

1. General Rules & Procedures Version 2016
2. Car specifications Version 2016

Rules update AGM 29th October 2016:

1. General Rules & Procedures Version 2017.1
2. Car specifications Version 2017.1

Rules update Committee Meeting 19 April 2017 - Rules Version 2017.2

1. General Rules & Procedures Version 2017.2
2. Car specifications Version 2017.2
3. Added Front wheel drive chassis - VBC FF TWELVE 17 & MTS version 2



4. Added Appendix B

Rules update AGM 28 Oct 2017 - Rules Version 2018.1

1. General Rules & Procedures Version 2018.1
2. Car specifications Version 2018.1
3. Added Appendix C

Rules update AGM 03 Nov 2018 - Rules Version 2019.1

1. General Rules & Procedures Version 2019.1
2. Car specifications Version 2019.1

