



Scout Motorsport Club SA

Operational Regulations

Version 1.1

Ratified at AGM 27/05/2014

These Regulations must be read in conjunction with the most recent copy of CAMS Regulations. It is accepted that CAMS Regulations change over time. If any Operational Regulation conflicts with a CAMS regulation, the CAMS regulation must be accepted as fact and these Operational Regulations shall be changed to comply as soon as possible.

These Regulations must be read in conjunction with the most recent copy of Scouts SA Safety Standards & Procedures.

Particular note must be given to any SS&P related to Motorsport Activities.

Changes to Operational Regulations will be made available to all members. It is the members responsibility to be aware of and comply with, any changes.

VERSION CONTROL

VERSION	DATE RATIFIED	COMMENTS
1.0	14/05/2013	New Operational Regulations, replaces RSMSA Standing Regulations v1.4
1.1	27/05/14	Changes to A: 1.1, 4.1, 5, 6, B: 1.3, 2.2, C: 2.2, D:1.2, 2.12, 3, 7.1, E: 1.2, 1.4, addition of new SMCSA Logo

SECTION A. **EVENT REGULATIONS**

1 Authority

- 1.1. Motorsport events will be conducted under the authority of the International Code of the FIA, The National Competition Rules of the Confederation of Australian Motorsport (CAMS) and any Supplementary Regulations approved by CAMS and these regulations. Any further regulations to be followed will be specified under the event Supplementary Regulations.

2 Event Organisers and Promoters

- 2.1. Scout Motorsport Club SA – SMCSA

3 Event Description

- 3.1. The event may consist of a series of Khanacross and/or Motorkhana tests and/or any other “Non-speed” special tests.
- 3.2. The tests may be conducted during day or night.
- 3.3. All tests shall be of a “Non-speed” nature.
- 3.4. All the tests shall be conducted on private land.

4 Entries

- 4.1. Entries will only be accepted from members of SMCSA or as approved in Event Supplementary Regulations.
- 4.2. Where a vehicle belongs to a group, the leader or their delegate shall take responsibility for the entering of the vehicle and for the vehicle during the entire event.
- 4.3. Organisers shall advise which vehicle types are eligible for each event.
- 4.4. A CAMS Level 2 Non-Speed competition licence (L2NS), or Level 2 Non-Speed Junior (L2NSJ) (under 18’s only), is the minimum requirement to compete.

5 Event Classes

- 5.1. Competition classes will be listed in event Supplementary Regulations.

6 Event Timing, Penalties and Results

- 6.1. Method of timing and penalties shall be as per event Supplementary Regulations.
- 6.2. Detailed results will be made available at a reasonable time following the event.

7 Awards

- 7.1. A list of eligible award winners will be provided in the event Supplementary Regulations.

8 Protests

- 8.1. The right to protest lies solely with the entrant, who may consider himself/herself aggrieved by any decision, act or omission of a promoter, official, competitor, driver or other person connected with the competition.
- 8.2. Protests may be made and are to be dealt with as stated under CAMS Regulations.

SECTION B. TEAM MEMBERS

1 Team Requirements

- 1.1. All entrants and Team members must be registered members of SMCSA unless approved in event Supplementary Regulations.
- 1.2. All drivers without a full drivers licence must display a "P" plate upon the rear of the vehicle; this plate must comply with the South Australian Road Laws in regards to size, colour and placement.
- 1.3. All drivers and navigators must hold a CAMS Competition licence the minimum being a L2NS or L2NSJ (under 18's only). Supplementary Regulations shall indicate if a higher level of licence is required.
- 1.4. All competitors are to have a blood alcohol content of 0 whilst competing.
- 1.5. Event organiser and the President of SMCSA reserve the right to conduct or arrange random breath testing during any SMCSA sanctioned event.
- 1.6. A maximum of 2 team members (including driver) are permitted in the vehicle during competition, subject to the fitting of appropriate seating and safety equipment.
- 1.7. In the interest of maximising driver opportunity two or more drivers may be permitted to drive the same vehicle.

2 Team Apparel

- 2.1. All team members or support personnel whether in pits or within the vehicle must wear Neck to Ankle to Wrist protective clothing. This is to be non-flammable material, such as wool or cotton, and shall meet the requirements of CAMS.
- 2.2. Helmets must be worn by all Team members' whilst in the vehicle during competition and must ensure they comply with AS1698, or equivalent CAMS Class B Helmet, as specified in Schedule D
- 2.3. Helmets are not to be repainted or with other than manufacturers stickers upon them. There must be No damage to the outer surface or inner lining.
- 2.4. If no windscreen is fitted, helmets with visors or Goggles are to be worn. Goggles must comply with AS1609-1981. Conventional style glasses are not acceptable.
- 2.5. All team members whether in pits or within the vehicle must wear appropriate enclosed footwear as defined within the requirements of CAMS.
- 2.6. Neck braces must be of a commercial standard and are to be worn by all occupants, where stated in the event Supplementary Regulations.

SECTION C. ALL VEHICLES

1 Scrutineering

- 1.1. All competing vehicles are to be scrutineered prior to the event and must be presented in a ready to compete state. This shall include all lighting fixtures and safety apparel. All loose items/debris shall be secured or removed.
- 1.2. The scrutineers' decision will be final. The Chief Scrutineer may seek guidance from the Clerk of the Course on matters of non-compliance.
- 1.3. Competitors are reminded that vehicle and participants may be checked for safety or eligibility purposes at any time during the course of an event.
- 1.4. All vehicles involved in an accident are required to be rescrutinised.

2 Fire Extinguishers

- 2.1. If a fire extinguisher is fitted to the vehicle, it shall comply with AS1841 and be of at least 900g capacity.
- 2.2. The extinguisher is to be securely mounted and easily accessible to both passenger and driver, this will be checked during scrutineering.
- 2.3. The extinguisher is to be fully charged and in current test. If the extinguisher is over (3) three years old, the test must be a minimum of level (4) four.
- 2.4. The requirement to have a fire extinguisher fitted will be detailed in event Supplementary Regulations.

SECTION D. **PURPOSE BUILT OR MODIFIED VEHICLES**

1 **General requirements**

- 1.1. All vehicles must comply with Schedule A & B of the CAMS Manual of Motor Sport along with any specific requirements stated within this document.
- 1.2. Two (2) or four (4) wheel drive vehicles are permitted. Four (4) wheel drive vehicles must be entered into a separate class for competition purposes.
- 1.3. Vehicles constructed to comply with other classes within CAMS regulations may be approved by SMCSA upon application in writing. Applications shall detail the applicable CAMS regulation and list all items that are not compliant to existing SMCSA regulations.

2 **Body, Shell and Chassis**

- 2.1. There shall be no sharp protruding edges on the body work.
- 2.2. All space frame buggies are to have their body panels securely fitted.
- 2.3. All doors, bonnets and boot lids are to be securely fixed to the vehicle.
- 2.4. Fire walls must be fitted as per Schedule A & B of the CAMS Manual.
- 2.5. All vehicles must be fitted with a metal roof covering all occupants.
- 2.6. There are to be no unsecured items anywhere in the vehicle.
- 2.7. The use of distributable ballast is not allowed.
- 2.8. Vehicles with excessive rust which affects the integrity of the vehicle will not be allowed to compete.
- 2.9. Rust sections must be repaired using steel only.
- 2.10. Hybrid vehicles that utilize a chassis attached to a monocoque type body shall be specifically excluded, unless an Engineer's report deems the vehicle to be structurally sound.
- 2.11. To maintain the structural integrity of the vehicle, no holes are to be placed in main components of the chassis or body.
- 2.12. A towing point must be fitted securely at both the front and the rear of the vehicle. They must be clearly marked. Tow points must be strong enough to pull the weight of the vehicle.

3 **Vehicle Markings**

- 3.1. SMCSA Vehicle numbers are to be placed on the side of the bodywork or side windows, these numbers are to be clearly identifiable at all times.
- 3.2. Numbers on the side of the body should be clear and large enough to see at distance without visual aids.
- 3.3. If a vehicle has no appropriate bodywork, numbers must be attached to a vertical roof plate which will be a minimum of 200mm high and 300mm long. It must be white in colour and mounted parallel to the longitudinal axis of the vehicle. The numbers are to be at least 150mm high.
- 3.4. Commercial advertising logos are permitted on the vehicle and/or clothing.. Appropriate permission must be sought and approved from Scouts SA before approaching major businesses for sponsorship.
- 3.5. SMCSA reserves the right to blank out inappropriate signage.
- 3.6. All vehicles entering an event must have both a Scouting and CAMS logo placed upon the bodywork and must be clearly visible. (CAMS logos are available from SMCSA).

4 **Steering and Suspension**

- 4.1. All Steering and suspension components must be in good serviceable working order, that is, no excessive movement within the components.
- 4.2. If modifications are made, it must be demonstrated that all the parts affected are in safe working order.
- 4.3. All attachment bolts and nuts must be attached using one of the following methods:
 - a) Fitted with split pins
 - b) Lock wired
 - c) Self locking nuts
 - d) Double lock nuts

5 **Brakes**

- 5.1. All competing vehicles must be fitted with dual braking systems so arranged that the pedal normally operates on all four road wheels and, in the event of leakage at any point in the braking system, the pedal will control two wheels on opposite sides or both front or both rear.
- 5.2. Each system must have its own reservoir or a baffled reservoir of fluid.
- 5.3. The brake system must be fully operational and be effective. There must be no fluid leaks within the system.
- 5.4. All vehicles must have a supplementary braking system separate to the main service brakes and must actuate at least two wheels on opposite sides. (Hand or Foot Brake.)

6 *Engine and Driveline*

- 6.1. Engine, transmission, and final drives must be securely mounted. The use of restraints is recommended but they are not mandatory.
- 6.2. Adequate protection must be provided to protect the occupants from hot or moving parts, including the exhaust.
- 6.3. The exhaust system must be in good condition, properly mounted with its exit point beyond that of the occupants. The exhaust system must not exceed 95dBa.
- 6.4. The engine, transmission and the final drive are not to have any fluid leaks.
- 6.5. The fitment of tail shaft safety strap as per Schedule B is required. (If a two piece shaft is used then a strap is to be fitted at the front of each shaft.)
- 6.6. All components of the engine cooling system must be fitted with protection devices as to protect the vehicle occupants in case a failure occurs. This includes sedans and buggies that have the radiator mounted in or near the passenger compartment.
- 6.7. Radiator or cooling systems must have an overflow pipe fitted and must be positioned in the vehicle as not to cause injury to the occupants, if the vehicle was to overheat and the boiling water escape.
- 6.8. Engines are to be fitted with an oil trap container as per Schedule B, when on sealed surfaces.
- 6.9. Engines are to be in an acceptable state, and not have excessive smoke emissions.
- 6.10. The exhaust system must be fitted with a spark arresting device.

7 *Electrical*

- 7.1. Fixed forward lighting of a minimum light output of 100watts total or equivalent brightness shall be required for all night events.
- 7.2. At least two operational tail and stoplights shall be fitted.
- 7.3. The battery must be securely mounted. If the battery is mounted in the passenger compartment it must be fully enclosed and a breather fitted to expel the gasses to the exterior of the vehicle. This rule shall also hold for sealed batteries.
- 7.4. A blue triangle with 150mm sides is to be placed on the body of the vehicle to indicate where the battery is located.
- 7.5. All vehicles must be fitted with an audible warning device (horn).
- 7.6. When using clamps, screws or zip ties make sure there are no sharp edges or points that may do damage to the electrical loom or to the occupants.
- 7.7. At least one battery isolation switch is to be fitted. It must perform the following duties when switched off.
 - a) Disconnect the battery and ignition wire.
 - b) Stop the engine and any fuel pumps that may be fitted.
- 7.8. The isolation switch(s) are to be positioned as to enable it to be reached by both crew members within the vehicle and marshals from outside of the vehicle. These switches are to be red in colour. Where possible the location is to be identified on the bodywork as described in the CAMS Manual.
- 7.9. For automatic transmission vehicles a starter inhibitor (neutral start switch) must be fitted.

8 **Wheels and Tyres**

- 8.1. The fitting of traction aids to the tyres (such as chains) is prohibited.
- 8.2. For sedan type vehicles the complete wheel and tyre must be within the confines of the body.
- 8.3. The use of dual wheel systems is prohibited.
- 8.4. The correct size tyre is to be fitted to the rim. As defined in Schedule E of the CAMS Manual.
- 8.5. Mudflaps, compliant to CAMS Manual Schedule R, are to be fitted.

9 **Fuel and Fuel Systems**

- 9.1. The fuel tank filling cap must be of commercial grade and when fitted must have a mechanism to securely hold it in place. It must provide a leak-proof seal.
- 9.2. Fuel tanks are not to be fitted in an area of the vehicle occupied by the crew.
- 9.3. Fuel tanks must be securely mounted and a metal firewall must be fitted between the tank and the crew.
- 9.4. Fuel tanks must have a breather, which exits to the exterior of the body. Breathers should incorporate a tube hoop to eliminate siphoning as outlined in CAMS Off Road vehicle construction regulations.
- 9.5. Fuel lines of metal construction may run through the vehicle but must have a secondary cover for protection and no joins are allowed within the area occupied by the crew.
- 9.6. All hoses and fittings must be of a good standard and securely mounted.
- 9.7. Flexible fuel line that is of a commercial grade and good quality metal worm drive clamps or OEM fittings are to be used.
- 9.8. Only commercial pump fuel is to be used. No Av Gas, No LPG and No additives except as prescribed within Section C. 9.9 of these regulations.
- 9.9. A lead replacement or upper cylinder lubricant is allowed to be used on vehicles which require extra lubrication to run on unleaded fuel.
- 9.10. Refuelling of competing vehicles is only to be done in the designated area of the site. Competitors are responsible for all fuel required for their vehicle.
- 9.11. Refuelling outside of the designated area is seen as highly dangerous and may result in the deduction of points, a one race sanction, or disqualification from the event.

10 **Seats**

- 10.1. All crew seating must be of a safe design and when fitted must not be allowed to recline more than 15 degrees.
- 10.2. All seats are to be securely fixed to the vehicle.
- 10.3. If the seat does not include a head restraint, then a separate device must be fitted. The minimum dimension shall be 250mm by 250mm by 35mm thick. It is to be of high energy absorbing material, mounted within 50mm of the helmet when the driver or passenger is seated in a normal seated position.

11 *Safety Harnesses*

- 11.1. The minimum requirement is a four (4) point harness.
- 11.2. Safety harnesses must at a minimum comply with a Type B as defined within Schedule I, Table I-1 within the CAMS Manual.
- 11.3. The mounting of harnesses must comply with Schedule I, Section 2 of the CAMS Manual. Mounting bolts must be at least grade 8.8 high tensile steel of 7/16" or 10mm diameter.

12 *Windows and Limb restraints*

- 12.1. Front windscreens if fitted must be in good condition and be of laminated glass or automotive rated polycarbonate. Front windscreens must be fitted with functional wipers/washers.
- 12.2. If no front windscreen is fitted a steel mesh screen must be fitted, with openings no larger than 100mm by 100mm with a minimum steel cross section of 3mm.
- 12.3. If no windscreen is fitted, No side or rear windows shall be fitted with glass.
- 12.4. Netting is to be used on all open side windows where occupants are seated. This includes if the vehicle has windows which are wound down. Refer to CAMS Manual Schedule I.
- 12.5. In Space frame buggies, restraints shall comply with CAMS Off Road Requirements GR19.

13 *Roll over protection system*

- 13.1. A roll over protection system must be fitted to all Section D vehicles.
- 13.2. Modified production vehicles must comply with a minimum of a type 3 safety cage.
- 13.3. Construction of the roll over protection system and the fitting of it must conform with Schedule J of the CAMS Manual.
- 13.4. For space frame vehicles refer to GR9 for Off Road vehicles within the CAMS Manual with diagram 1 being the minimum standard unless approved by CAMS in an existing Logbook.

SECTION E. PRODUCTION VEHICLES

1 *General Requirements*

- 1.1 Vehicles must be adequately muffled to comply with noise restrictions.
- 1.2 Production vehicles must comply with Section C and all relevant Australian Design Rules. Vehicles may be either two (2) wheel drive or four (4) wheel drive.
- 1.3 Four (4) wheel drive vehicles must be entered into a separate class for competition purposes.