

Modified Article	Date of Application	Date of Publication
Due to a review of these regulations for 2025 most articles have been modified	01/01/2025	01/01/2025

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.
Any HEADING is for reference only and has no regulatory effect.

1. AUTHORITY

An Observed Section Trial (*OST*) will be held under the FIA International Sporting Code including Appendices, the National Competition Rules of *Motorsport Australia*, these Standing Regulations and the *Supplementary Regulations* for the *Event*.

2. INTRODUCTION

An *OST* is intended to be an “amateur” *Competition* for special *Automobiles* maintaining traction and manoeuvrability by traversing each marked section from a standing start over difficult terrain non-stop, and without striking any marker.

Each *Course* will be made up of a number of sections, each of at least 25 m in length and divided into 10 parts with each part being marked by a pair of pegs/markers with one on each side. Each pair of pegs/markers need not be at uniform intervals with the distance apart determined by the degree of difficulty.

Points are awarded for the number of such pairs passed by the leading edge of a front wheel before the non-driven wheels both cease rotating.

Prior to constructing or modifying an *OST Automobile*, it is recommended to contact an Austin 7 Competition Committee Representative who can assist with the interpretation and explanation of these specifications.

3. GENERAL

These regulations will remain without alteration for each calendar year. They will be reviewed annually with any amendment published by 1 January the following year.

The *Supplementary Regulations* for an *Event* may make minimal amendments to these regulations to suit a special circumstance.

Except where an amendment has been made for reasons of safety, each *Automobile* constructed to these regulations will remain eligible for 3 calendar years after an amendment to these regulations has been introduced.

4. COMPETITION LICENCE

Each *Competitor* and *Driver* must hold a current Motorsport Australia Speed Licence or Junior Speed Licence as a minimum. Refer General Appendix – Competition Licences.

Each *Passenger* must complete a Motorsport Australia Risk Warning and Disclaimer form. Any *Licence* or other requirement for a *Passenger* must be included in the *Supplementary Regulations*.

5. ELIGIBLE AUTOMOBILES

Each *Automobile* must comply with the following:

The engine must be a non-turbocharged/supercharged four-stroke reciprocating type with a maximum engine capacity of 1600 cc using commercial fuel.

The wheelbase must be at least 1900 mm for an *Automobile* with an engine capacity of up to 850 cc and at least 2030 mm for an *Automobile* with an engine capacity between 850 cc and 1600 cc (refer Figure 1).

Two-wheel drive only.

An operable reverse gear.

An open top body. A hard top is prohibited.

Minimum width front 1145 mm, minimum width rear 1270 mm, each measured outside of tyre to outside of tyre at axle centre height (refer Figure 2).

6. AUTOMOBILE TYPE

Each *Automobile* must be one of the following:

Front-engine: The engine must be located so that the centre of the foremost spark plug orifice is not more than one fifth of the wheelbase to the rear of a line connecting the centre of the front wheel hubs (refer Figure 3).

Rear-engine: The foremost part of the engine must be located behind the *Cockpit* which must be entirely between the axle centre lines (refer Figure 4a and 4b).

7. GENERAL CONSTRUCTION

Each *Automobile* must be:

constructed in accordance with these regulations and to the satisfaction of the Chief Scrutineer;

fitted with 4 wheels only, i.e. only one wheel fitted to the end of each axle.

fitted with a differential gear in full and free operation between the 2 driven wheels, i.e. any form of limited slip differential is prohibited.

steered by the front wheels only, controlled by a steering wheel;

fitted with a body which provides a *Cockpit* for the *Driver* and *Passenger* isolated from the engine by a bulkhead to minimise the passage of flame. The *Cockpit* must be separated from any transmission shaft/joint, brakes, road wheel, and their attachments and linkages by a rigidly supported floor, case or cover of solid material;

fitted with a cover of metal or solid flame resistant material, covering the engine and fixed by a strap or other fastener of adequate strength (refer Figure 6);

on a front-engined *Automobile*, the *Bodywork*, together with all external equipment, must not overhang the rear axle centre line by more than one third of the wheelbase measured horizontally from a line connecting the centres of the rear hubs, and

on a rear-engined *Automobile*, the *Bodywork* must not extend rearwards more than 75 mm behind the rearmost part of the engine or gearbox including any gear change mechanism (refer Figure 4).

7.1 COOLANT PIPE

Each coolant pipe must be protected from direct contact by the *Driver*, *Passenger* or any person outside the *Automobile*.

7.2 SEATS

Each *Seat* must be securely attached within the *Cockpit* and capable of seating any occupant. Each *Seat* must be installed such that its rearmost point is forward of a line connecting the centre of the rear hubs. The *Seat* cushion (that part on which the *Driver* and/or *Passenger* sits) must, when uncompressed, be not less than 150 mm below the top edge of the body side or door, adjacent to that *Seat*. 2 hand holds for the *Passenger* must be provided within the confines of the *Automobile*.

7.3 SAFETY HARNESS

A minimum of a lap-type safety harness in accordance with Technical Appendix – Schedule I must be installed for each *Driver* and *Passenger*.

7.4 BRAKES

Each *Automobile* must be fitted with a working braking system on at least 2 wheels. An independent braking system is permitted on each driven wheel. Any operating handle for the braking system must be within the confines of the *Cockpit* such that the operator's hand/s remain inside the *Automobile*.

7.5 MUDGUARDS

Each rear wheel must be covered with a securely attached mudguard of solid material in accordance with Figure 5. Front mudguards are optional.

7.6 EXHAUST SYSTEM

Each *Automobile* must be fitted with an exhaust system and effective muffler/s, such that it is protected from contact (refer Figure 7) and any gas will exit vertically either up or down.

Noise emission must not exceed 92 dB(A) at 3,500 rpm when measured 500 mm at an angle of 45° from the exhaust outlet.

7.7 ENGINE STARTER:

Each *Automobile* must be fitted with a means of starting the engine, other than via the transmission, at any time, e.g. a starter motor or crank handle.

7.8 TOW ROPE

Each *Automobile* must be equipped with a non-metallic tow rope of at least 7 m long and a minimum diameter of 17 mm. In addition, a towing eye must be installed at the front and the rear marked in a contrasting colour to the *Bodywork* and mounted no higher than the top of the adjacent wheel/s.

7.9 COMPETITION NUMBER

Each *Automobile* must have a means of fitting the competition number so that it is visible above the roll bar from the front and the rear.

7.10 IGNITION SWITCH

Each *Automobile* must be fitted with an easily accessible ignition switch marked to show the “Off” and “On” position.

7.11 BATTERY

The battery of each *Automobile* must be securely fixed and covered to prevent spillage of fluid in any situation.

7.12 SAFETY CAGE STRUCTURE

Each *Automobile* must be fitted with a safety cage structure, the main hoop of which must consist of mild steel tubing of circular cross section, with minimum dimensions 44.45 mm OD x 2.5 mm wall thickness (1.75” x 12 gauge), with longitudinal bracing of minimum 25 mm OD x 1.6 mm wall thickness (1” x 16 gauge). Other material may be used provided it and its dimensions are in accordance with a Type 2 roll bar Technical Appendix - Schedule J.

The safety cage, when viewed in rear elevation, must cover the full width of the shoulders and be at least level with the top of the head of both the *Driver* and *Passenger* when normally seated.

7.13 FUEL TANK AND LINES

A fuel vent pipe must exit to the atmosphere at a level lower than the bottom of the fuel tank. The fuel cap must seal the tank. Each fuel line must be secured with a worm drive type clamp on each joint and connection. Any pressure spring clip is prohibited.

7.14 TYRES AND RIMS

Each *Automobile* must be fitted with a tyre on each wheel in accordance with the following:

- each tyre must be selected from the Observed Section Trials Sub-Committee tyre list;

- any new tyre added to that list will remain eligible for a period of 3 years from date of approval;

- the rim section must not exceed 5”;

- have no modification to the manufacturer’s tread pattern or any other part of the tyre;

- each front and rear wheel must be fitted with one tyre only.

- except for a front engine *Automobile* fitted with a maximum tyre of 185 section, the inflation pressure must not be less than 84 kPa (12 psi);

- not be fitted with any form of non-skid attachment, e.g. stud, chain;

- the overall, unladen width of a tyre must not exceed 175 mm;

- a tyre may be secured to a rim provided that no extra traction is provided by such a device;

- on a front-engined *Automobile* only, the fitment of one supplementary tyre is permitted within each road tyre, provided any such supplementary tyre has a conventional road pattern tread and does not act as an aid to traction.

7.15 AUTOMOBILE SIGNAGE

Each *Automobile* may carry:

the name, occupation and telephone number of the *Driver* and the name of the *Passenger*, displayed on each side of the *Automobile* in characters no more than 100 mm high;

a name, provided that it does not advertise a sponsor, product or service; or

a sign of a motoring nature.

7.16 FIRE EXTINGUISHER

Each *Automobile* must be fitted with a fire extinguisher in accordance with Technical Appendix - Schedule H.

8. FURTHER INFORMATION

For further information contact the Austin 7 Club OST Sub-Committee at www.austin7club.org.

Attachment A

DIAGRAMS

Figure 1: Minimum wheelbase

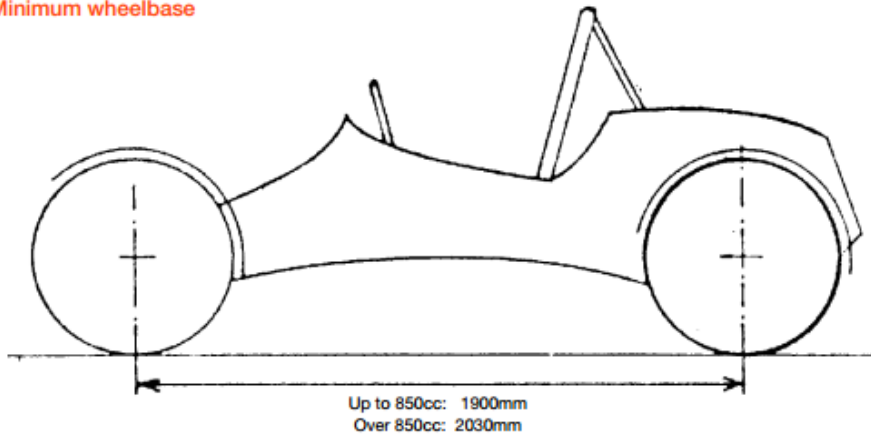


Figure 2: Minimum width

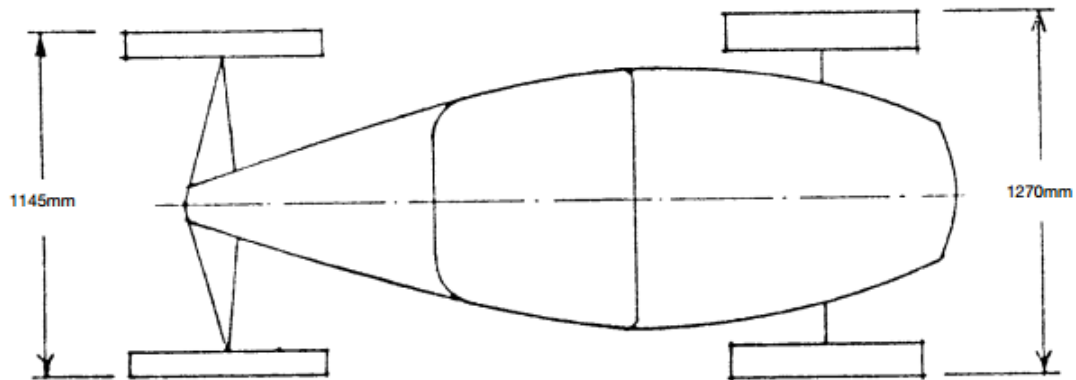
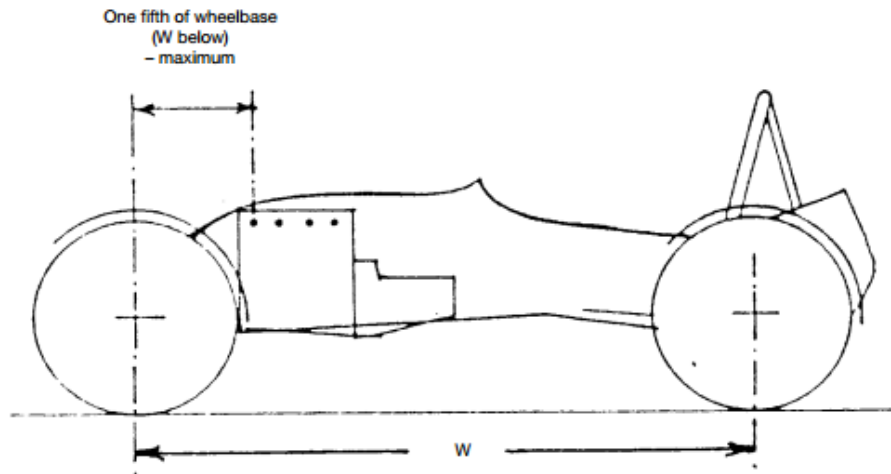


Figure 3: Engine location (front-engined cars)



Figures 4a and 4b: Maximum overhang (rear-engined cars)

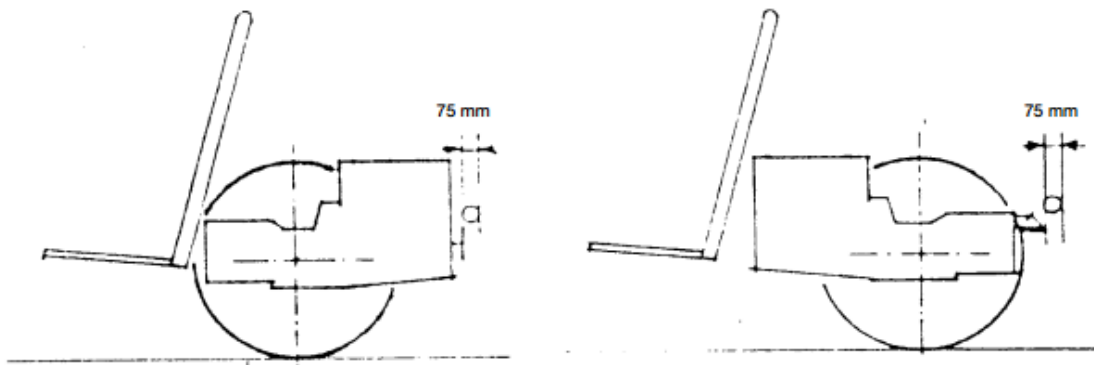


Figure 5: Rear mudguard

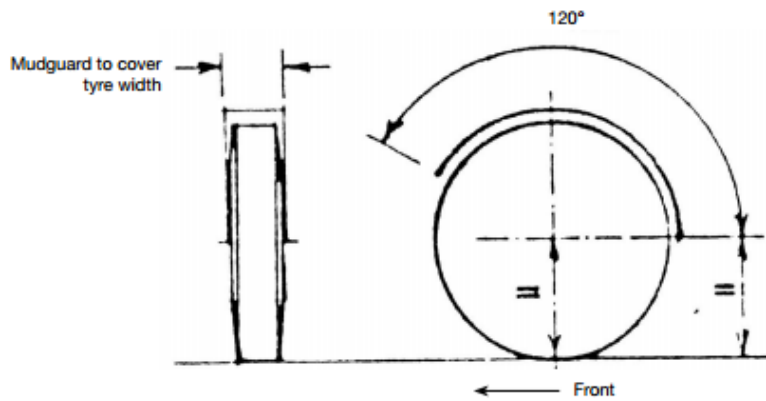


Figure 6: Engine cover

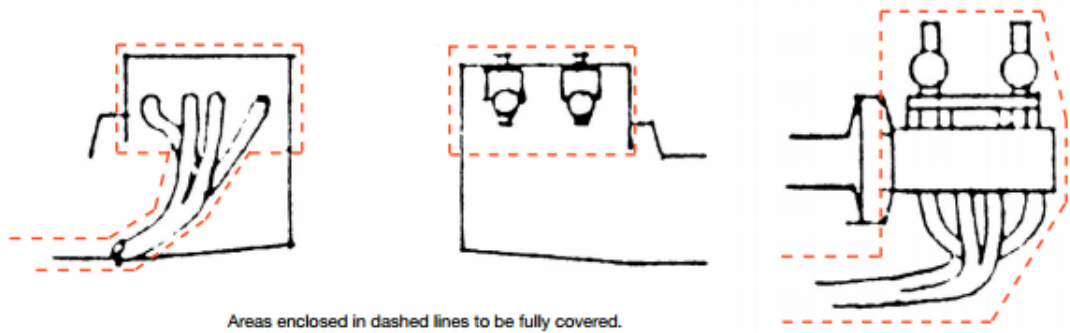


Figure 7: Exhaust protection

