



Banana Bash Manual

APPROVED: JULY 2016

QUEENSLAND BRANCH ROVER COUNCIL

Table of Contents

Change Tracking.....	vi
Foreword.....	vii
Banana Bash Mission Statement.....	viii
Schedule A: Banana Bash Risk Assessment.....	1
a.1 Purpose	1
a.2 Risk Rating Tables	1
Table A1 – Likelihood Rating Table	1
Table A2 – Risk Consequence Table	1
Table A3 – Risk Priority Table	2
Table A4 – Risk Impact Rating.....	2
a.3 Risk Management Strategies	3
Table A5 – Risk Management Strategies	3
Schedule B: Banana Bash Health and Safety Procedures.....	8
b.1 Purpose	8
b.2 Responsibilities of Attendees.....	8
b.3 Reporting.....	9
b.3.1 Hazard Reporting.....	9
b.3.2 Incident Reporting.....	9
b.3.3 “Near Miss” Incident Reporting	9
b.4 Risk Assessment.....	9
b.5 First Aid	9
b.6 Emergency Procedures and Contingency Plans.....	10
b.6.1 Emergency Access Points	10
b.6.1.1 Access to Emergency Equipment.....	10
b.6.1.2 Evacuation	10
b.6.2 Restricted Access Areas	11
b.6.3 Awareness	11
b.7 Communications.....	11
Schedule C: Banana Bash Attendees	12
c.1 Purpose	12
c.1.1 Rover Crews.....	12
c.1.2 Non-members.....	12
c.2 Spectators.....	12
c.2.1 Spectators.....	12
c.2.2 Visitors.....	12
c.3 Participants and Crews	13
c.3.1 General Requirements	13
c.3.2 Participant Dress Code.....	13
c.3.3 Driver	14
c.3.4 Navigator.....	14
c.3.5 Rear-Seat Passengers.....	14
c.3.6 Pit Crew	14
c.4 Motorsport Team Structure	14
c.4.1 Banana Bash Motorsport Team Structure.....	15
c.4.2 Officers, Officials and Marshals.....	15
c.4.3 Motorsport Coordinator	15
c.4.4 Training Officer.....	15
c.4.5 Scrutineering Officer.....	16
c.4.6 Recovery Officer.....	17
c.4.7 Safety Official	17

c.4.7.1	Safety Marshal	17
c.4.7.2	Spectator Marshal	18
c.4.8	Track Official	18
c.4.8.1	Track Marshal	18
c.4.9	Scoring Official	19
c.4.9.1	Scoring Marshal	19
Schedule D: Banana Bash Competition Scoring Guidelines.....		20
d.1	Purpose	20
d.2	Awards	20
d.2.1	Event Awards	20
d.2.2	Cumulative Awards.....	20
d.3	Event Scoring Procedure.....	20
d.3.1	Start and Completion Points.....	20
d.3.2	Penalties.....	21
d.3.2.1	Course Boundary Infringement ~ 2 Penalty Points	21
d.3.2.2	Course Boundary Break ~ 5 Penalty Points.....	21
d.3.2.3	False Start ~ 5 Penalty Points	21
d.3.2.4	Recovery ~ 2 Penalty Points	21
d.3.2.5	Failing a Designated Stopping Bay ~ 5 Penalty Points	21
d.3.2.6	Driving at an Unsafe Speed ~ Chairperson Discretion	22
d.3.2.7	Abusive Behaviour ~ Chairperson Discretion	22
d.3.3	Skill-Based Events	22
d.3.4	Distance-Based Events	22
d.3.5	March Past Event.....	22
d.4	Disqualification.....	23
d.5	Scoring Rules.....	23
d.5.1	Changes to Banana Bash Competition Scoring Guidelines	23
d.5.2	Dispute Resolution Process	23
Schedule E: Banana Bash Tracks Manual		24
e.1	Purpose	24
e.2	Requirements of All Courses.....	24
e.2.1	Start Line	24
e.2.2	Straight.....	24
e.2.3	Corner/Bend	24
e.2.4	Finish Line	25
e.2.5	Course Boundaries.....	25
e.3	Nominated Course Elements.....	25
e.3.1	Speed Arresters.....	25
e.3.2	Hairpin Turns.....	25
e.3.3	Corners/Bends	25
e.3.4	Chicane.....	25
e.3.5	Ditch or Dip.....	25
e.3.6	Crest.....	25
e.3.7	Stopping Bay.....	26
e.4	Banana Bash Courses.....	26
e.4.1	Practice Track.....	26
e.4.2	Skill-Based Events.....	26
e.4.2.1	Prologue.....	26
e.4.2.2	Short Course.....	26
e.4.2.3	Long Course	27
e.4.2.4	Night Event	27
e.4.2.5	Autocross	27
e.4.2.6	Powder Puff	27

e.4.2.7	RA's Race.....	27
e.4.3	Distance-Based Events.....	27
e.4.3.1	Hill Climb.....	28
e.4.3.2	Worm Dig.....	28
e.5	Pits.....	28
e.6	Spectator Requirements.....	28
e.7	Signage and Indicators.....	28
e.8	Track Access for Recovery and Emergency.....	29
Schedule F: Banana Bash Conditions of Recovery.....		30
f.1	Purpose.....	30
f.2	The Recovery Officer.....	30
f.3	Strap Recoveries.....	30
f.4	Winch Recoveries.....	31
f.5	Recovery Team.....	32
f.6	Halting of a Recovery.....	32
Schedule G: Banana Bash Specifications of Vehicles.....		33
g.1	Purpose.....	33
g.2	Scrutineering.....	33
g.3	General Vehicle Requirements.....	33
g.3.1	Vehicle Advertising and Logos.....	33
g.3.1.1	Sponsor Advertising.....	34
g.3.1.2	Car Names and Numbers.....	34
g.3.2	Competition Vehicle Ownership.....	34
g.3.3	Vehicle Occupants.....	34
g.4	Vehicle Classification.....	34
g.4.1	Buggy/Pipe Frame Class (Vehicle No. 1XX).....	34
g.4.2	Sedan Class (Vehicle No. 2XX).....	35
g.4.3	Super Class (Vehicle No. 3XX).....	35
g.5	Vehicle Safety Specifications.....	35
g.5.1	Battery.....	35
g.5.2	Brakes.....	35
g.5.3	Chassis.....	35
g.5.4	Electrical.....	35
g.5.5	Engine Type.....	36
g.5.6	Exhaust.....	36
g.5.7	Fire Protection.....	36
g.5.8	Firewalls.....	36
g.5.9	Fuel and Fuel Tanks.....	36
g.5.10	Pipes.....	37
g.5.11	Gearboxes, Differentials and Tail Shaft.....	37
g.5.12	Mirrors, Windows and Glass.....	37
g.5.13	Harness.....	38
g.5.14	Interior.....	38
g.5.15	Side Netting.....	38
g.5.16	Steering.....	38
g.5.17	Tyres, Chains and Paddles.....	38
g.5.18	Tow Hooks and Points.....	38
g.5.19	Roof.....	39
g.5.20	Roll Cage/Roll Over Protection.....	39
g.5.20.1	Design of Roll Over Protection.....	39
g.5.20.2	Construction.....	40
g.5.21	Seating.....	41

g.5.21.1 Seating Arrangements	42
g.5.21.1.2 3-Seater	42
g.5.21.1.3 4-Seater.....	42
g.5.21.1.4 5-Seater.....	42
Appendices	43

Change Tracking

Date	Section	Description of Change	Author of Change
11/07/2016	Document Approval	Received Advice from Scouts QLD Insurance Officer that changes have been approved by Insurance Broker.	Michael O'Keeffe
20/06/2016	All	Instituted Change Tracking, Starting from 2015 Version.	Michael O'Keeffe
20/06/2016	Formatting	Fixed formatting, reverted to MS Office Defaults	Michael O'Keeffe
20/06/2016	g.5.13 Harness	Added Requirement for ISO/AS Number to be visible.	Michael O'Keeffe

Foreword

The Banana Bash Manual has been created to combine several documents to allow for easier access to information regarding the Banana Bash event. The documents included provide valuable guidelines to be followed by Banana Bash Committees in the future – regardless of the time and location of a proposed Banana Bash.

This collaboration of documents is not designed to suit all Queensland Rover Scout Motorsport activities but must be used as the basis and minimum standard for all other events to assess vehicles, emergency procedures and risk assessments.

Crews are advised to carefully read the current version of this document to educate themselves regarding the requirements for all sections including Risk Assessment, Health and Safety, Attendance, Competition Scoring Guidelines, Tracks, Conditions of Recovery and Specifications of Vehicles.

Appendices to these documents are subject to change between event years and will be subject to change up to the event opening at the discretion of the Queensland Branch Rover Council. Schedules and Appendices may be altered between events, in response to feedback and recommendations to improve the relevant documents where specifically approved by the Queensland Branch Rover Council and the Chief Commissioner.

Banana Bash Mission Statement

Banana Bash aims to:

- Provide an opportunity for Rovers to participate in an amateur off road vehicle activity.
- Encourage Rovers to learn about and work on off-road vehicles.
- Provide an environment that promotes the fellowship of Rovering and an avenue for Rovers to meet new people, network and socialize over the course of the Banana Bash event.
- Allow opportunities for Rovers to gain valuable skills in aspects of event management, teamwork and leadership.
- Positively promote the Rover Scout Section to the public as well as to other Sections of the Scout Movement.

Banana Bash uses the Scout Method; a progressive philosophy of “learning through doing” to achieve the Social, Physical, Intellectual, Emotional and Spiritual development of members of the Rover Section.

Schedule A: Banana Bash Risk Assessment

a.1 Purpose

A Risk Assessment is an examination of any activity including the location in order to control hazards and manage risk. A risk assessment includes identifying hazards and understanding the likelihood and potential consequences of the hazards (i.e. the risk). In addition, a risk assessment must review the current or planned approaches to controlling the risks and add new control measures where required. It is an ongoing process and should be carried out by the Safety Official before, during and after Banana Bash. The process of risk assessment involves:

- Step 1: Identifying hazards
- Step 2: Analyzing the consequences – potential injury, disease or property damage
- Step 3: Assessing the risk including probability, frequency and severity of injury or loss
- Step 4: Determine action – methods of removing and/or reducing risk
- Step 5: Implement controls including redesign, removal or new methods of an activity or event
- Step 6: Continue to evaluate the controls and determine effectiveness of risk removal/reduction
- Step 7: Keep a record of the assessment for future reference

This Schedule presents an accurate risk assessment for Banana Bash which is expected to be continuously amended as more risks surface and are in need of assessment in order to comply with the Scout Safe Program.

a.2 Risk Rating Tables

A Risk Assessment will be approached for Banana Bash using the assessment classes listed in **Table A1 – A4**. Acceptable risks for successful assessment will be classed within the ‘Low’ or ‘Moderate’ categories as shown through *Table A4*. If a risk falls into the ‘Significant’ or ‘High’ risk impact levels then it will be necessary to reassess the risk and come up with strategies to implement in order for the consequence or likelihood to be reduced to an acceptable risk rating.

Table A1 – Likelihood Rating Table

LIKELIHOOD	DESCRIPTION
Highly Likely (<i>HL</i>)	The event is expected to occur in most circumstances.
Likely (<i>L</i>)	The event will probably occur in most circumstances.
Possible (<i>P</i>)	The event might (or should) occur at some time.
Unlikely (<i>U</i>)	The event could occur at some time.
Rare (<i>R</i>)	The event may only occur in exceptional circumstances.

Table A2 – Risk Consequence Table

CONSEQUENCE	DESCRIPTION
Insignificant (<i>INSIG</i>)	Low level impact with negligible consequences on the Branch aim or activity objectives that can be controlled by routine management procedures (no injuries, negligible financial loss or disruption to non-essential infrastructure/data).
Minor (<i>MIN</i>)	The consequences would threaten the efficiency or effectiveness of achieving some aspects of Scouts Australia’s aim or activity objectives, requiring

	management effort to minimise impact (minimal financial loss, injuries requiring first aid only, minor 'reputational' impact or disruption to non-essential infrastructure/data).
Moderate (MOD)	A significant/medium potential of affecting the achievement of Scouts Australia's aim or activity objectives (moderate financial or 'reputational' impact, injuries requiring medical treatment only, medium term loss of some essential infrastructure/data).
Major (MAJ)	A very high potential to impair the achievement of Scouts Australia's aim or activity objectives (major financial loss or 'reputational' impact, significant occupational, health, safety and welfare incident/s, long term loss of some critical infrastructure/data).
Catastrophic (CAT)	An extreme potential to threaten the sustainability of the organisation or its aims and activities (huge financial loss or 'reputational' impact, very serious occupational health, safety and welfare incident/s, permanent loss of critical infrastructure/data).

Table A3 – Risk Priority Table

RISK PRIORITY	ACTION
High	A high risk is one that must be dealt with immediately. Executive management normally monitors high risks.
Significant (SIG)	A significant risk is one that should be dealt with after attending to high level risks. Senior managers normally monitor significant risks.
Moderate (MOD)	A moderate risk is one that can be dealt with by applying routine procedures and is normally dealt with by local managers at the Branch/Group level.
Low	Risks in this category may be accepted but should be monitored periodically to ensure the rating does not change.

Table A4 – Risk Impact Rating

		CONSEQUENCES				
		Insignificant	Minor	Moderate	Major	Catastrophic
LIKELIHOOD	Almost Certain	Moderate	Significant	Significant	High	High
	Likely	Moderate	Moderate	Significant	Significant	High
	Possible	Low	Moderate	Moderate	Significant	High
	Unlikely	Low	Moderate	Moderate	Moderate	Significant
	Rare	Low	Low	Moderate	Moderate	Moderate

a.3 Risk Management Strategies

Table A5 displays a full current presentation of the risks that may occur throughout Banana Bash and the strategies by which, through implementation, will help reduce the risk impact for the purposes of having an event with reasonable minimised risk.

Table A5 – Risk Management Strategies

	Contributing Risk Factors <i>Identify the factors that can cause accidents/injuries</i>	Likelihood	Consequence	Impact Rating	Risk Management Strategies (Normal Operation) <i>Identify ways to manage each risk factor to reduce chances of leading to a loss.</i>	New Likelihood	New Consequence	Impact Rating	Acceptable Risk Level? (Y/N)
PEOPLE	People On Tracks	L	MAJ	SIG	Specific areas will be assigned for marshals, officials and spectators who will be designated to keep unauthorised persons off the competition tracks as listed in Schedule C .	UL	MAJ	MOD	Y
	People Too Close to Tracks	L	MAJ	SIG	Spectator areas will be marked at a safe distance from tracks as specified in Schedule E . In the case of any snatch or tow situation, spectator distance may be increased as a decision made by the Recovery Officer in accordance with Schedule F .	UL	MAJ	MOD	Y
	Alcohol Influence in Vehicles	P	CAT	HIGH	There will be a zero tolerance for alcohol for both drivers and navigators as specified in Schedule C to ensure that no response times or actions are impeded while in a competition vehicle.	R	CAT	MOD	Y
	Alcohol Influences Behaviours	L	MOD	SIG	There will be a zero tolerance for alcohol for all active Motorsport Team Members to ensure that response times and actions are not impeded.	P	MIN	MOD	Y

Queensland Branch Rover Council
BANANA BASH MANUAL

Communication Errors	L	MAJ	SIG	To ensure that all marshals, spectators and drivers/navigators are in the required areas at the necessary times, timetables and programs are to be distributed to all upon entry. The Training Officer in Schedule C is assigned to make sure that everyone knows what is going on and where they're required to be. Some team members will be situated periodically throughout the officials and marshals areas about all tracks with radios. This will be in order to inform all other areas of any hazard or event status.	UL	MAJ	MOD	Y
Driver, Navigator or Passengers not Dressed Appropriately	P	MAJ	SIG	All drivers, navigators and passengers are to wear appropriate clothing, footwear and protective gear as listed in Schedule C in order to avoid injury in the case of any problem that could occur in an event.	R	MAJ	MOD	Y
Driver Not Familiar with Vehicle	L	MAJ	SIG	All drivers will be required to have a run of the Practice Track as described in Schedule E prior to driving on any competition track. A Track Marshal will be assigned to the practice arena to assess the ability of the driver and make sure they are ready to participate in the vehicle in competition conditions.	R	MAJ	MOD	Y
Injury Occurs on Site	P	MOD	MOD	Banana Bash is to have an on-site medic present for the entire camp duration. The medic and their vehicle (as well as an emergency vehicle if necessary) must have easy access to all points around tracks as specified in Schedule E . Emergency procedures will be in place in accordance to Schedule B to holt events should incidents occur on courses or in close proximity to competition events.	P	MIN	MOD	Y
Driving Through Campsites	L	MAJ	SIG	Tent-site access for vehicles (whether competition or personal) will be not be permitted. An area will be designated for bag-drop at the tent site where attendees can drop their belongings and return their vehicle to the assigned guest carpark which will remain separate from all entertainment areas, The Pits and tent-sites in order to avoid vehicles driving through pedestrian areas. Exceptions will be made for emergency vehicle access.	R	MAJ	MOD	Y

EQUIPMENT	Car Maintenance Failure	HL	MAJ	HIGH	All vehicles will be required to meet specifications set in Schedule G . All vehicles will be assessed prior to running at the event by the Scrutineering Officer as outlined in Schedule C . In the case that vehicles fail mid-event, vehicles will be temporarily removed from the track by means of recovery access routes specified in Schedule E .	P	MOD	MOD	Y
	Snatch Strap Failure (Attachment/Wear)	P	MAJ	SIG	To avoid problems as a result of misuse of a snatch strap in recovery, processes of recovery will be set in accordance to Schedule F under the authority of the Recovery Officer as outlined in Schedule C . Snatch strap life spans are to be strictly adhered to, documented and not exceeded. Track recovery points as specified in Schedule E will be constructed for ease and safety for recovery access.	R	MAJ	MOD	Y
	Vehicle – Out of Fuel	P	MOD	MOD	There will be a specified fuelling area as nominated in Schedule B . Under no circumstances is fuel to be taken into the Pits or to any other region of the camp. All vehicles will be required to have fuel levels checked prior to each event to avoid running out of fuel on any course. If fuel is required to be delivered to a vehicle on a course, it will be transported by an on-site emergency vehicle as to not lead to any injury of a person carrying a fuel can.	UL	MOD	MOD	Y
	Vehicle – Catches Fire	P	MAJ	SIG	Cars are to be maintained to standard and fire extinguishers are to be placed in vehicles to meet specifications listed in Schedule G . Extinguisher points on courses are also to be made visible and easily accessible as listed in Schedule B .	UL	MAJ	MOD	Y
	Vehicle – Roll Over	P	MAJ	SIG	Tracks are to be designed to requirements listed in Schedule E so that there are no corners that will completed at speed which could lead to a vehicle rolling. All corners need to be well signed in advance and marshals will be designated to enforce to drivers the severity of any corner. Schedule D reflects a focus away from speed in competition. Scoring is not based on speed so that vehicles will not be required to enter any sections at unreasonable pace.	UL	MAJ	MOD	Y

	Misuse of Tools	P	MAJ	SIG	In the repair or maintenance of vehicles, tools and machinery are only to be operated by those who know how to handle them and in relevant situations, those who are qualified to. All persons using tools or around them are required to wear appropriate personal protective equipment. Regions of the Pits will be designated for power-tools to avoid unwanted impact to surroundings.	R	MOD	MOD	Y
ENVIRONMENT	Markings Not Clear	P	MAJ	SIG	The Track Official will be designated as presented in Schedule C . This Official will prepare each course prior to the Bash event and ensure that all markings for courses and course directions are maintained between each event to avoid driver or navigator confusion.	R	MAJ	MOD	Y
	Bunting Incorrectly Placed	P	MAJ	SIG	The Track Official will be designated as presented in Schedule C . This Official, with assistance from their corresponding Marshals, will prepare each course prior to competition and ensure that bunting is placed in necessary areas as course boundaries and also as necessary warning lines or crowd barriers. This official will be required to monitor damage that may occur to any bunting or barriers during events and organise with the marshals to maintain it should it fail.	R	MAJ	MOD	Y
	Obstructions on Track	P	MAJ	SIG	Any obstructions such as trees, stumps or roots that cannot be avoided for course construction will require to be highlighted by means of spray paint or flags to make them visible to drivers and navigators.	UL	MAJ	MOD	Y
	Bush Fire	P	MAJ	SIG	All attendees are to be briefed or presented on entry, the information as to the Emergency Evacuation Procedures as documented in Schedule B . Signage will also be placed throughout the event site for Evacuation procedures and Evacuation Points. Access points for water will be marked with signs and be easily accessible in situation of such nature.	P	MOD	MOD	Y
	Trees Falling	P	MOD	MOD	All trees used as boundary markers or trackside bumper rails must be checked prior to laying the course. Trees must be strong and not show any sign of existing impact or damage. In the case that	P	MIN	MOD	Y

Queensland Branch Rover Council
BANANA BASH MANUAL

					a vehicle collides with a tree, the course must be accessed and the tree assessed as to whether or not it is still in good condition and appropriate to continue as a boundary feature.				
	Bad Weather Conditions	P	MAJ	SIG	No events are to be run under wet conditions or in extreme heat as a condition for safety of participants. In the event of bad weather, events will be closed until the weather and tracks can be reassessed and classified as safe to continue. In extreme heats, water to be of easy distribution for all attendees.	P	INSIG	LOW	Y

Schedule B: Banana Bash Health and Safety Procedures

b.1 Purpose

This document defines the purpose and context for the content of the Banana Bash Health and Safety Procedures. This manual is available for access to all people involved with the planning and running of a Banana Bash event to assist and protect all attendees. Throughout the space of the Banana Bash event, the Safety Official listed in **Schedule C** will ultimately be responsible for making sure the procedures outlined in this document are followed within all reason.

These procedures have been developed with the use of Occupational Health and Safety Act 2011 and the Scout Safe program shown in **Appendix VII** and **Appendix VIII** respectively. These procedures are for use within Banana Bash and the information is believed to be reliable and current.

The Banana Bash Committee and the Banana Bash Motorsport Team, in accordance with **Schedule C**, will provide as far as is practicable:

- A safe event place including safe systems
- Safe tools and equipment
- Ongoing training in safe methods
- Safe and positive supervision
- Periodic inspection of all activities
- The investigation of all accidents, the reporting of all hazards and the implementation of all practicable control measures to protect people and property
- To encourage the implementation of sound health and safety principles in all their activities

The Banana Bash committee requires all attendees to act responsibly and appropriately. See **Schedule C** for the job descriptions outlined within this document.

b.2 Responsibilities of Attendees

All attendees must comply with the Banana Bash Health and Safety Procedures to ensure a safe event is maintained.

Attendees are required to accept all health and safety instructions and take action to eliminate hazards or report those hazards which cannot be immediately corrected.

Attendees must seek appropriate first aid or treatment for injuries and illnesses and report on the Incident Report Form, given in **Appendix VI**, with assistance from the Safety Official. Attendees must also use any personal protective equipment to ensure their own safety as well as others.

All attendees must be familiar with emergency and evacuation procedures prior to their participation in the event.

Attendees will not willfully or recklessly interfere with or misuse any health and safety equipment; not willfully place at risk the health and safety of anyone at the event and not willfully injure themselves.

b.3 Reporting

In the event of any Incident involving accident, hazardous situations or injury, report templates must be filled out as an accurate record of any event that has occurred in order to provide positive feedback from which to build for the future of Banana Bash. Hazard and Incident Reporting forms shall be made available to all people attending the event. All hazards, irrespective of how minor, associated with the event are to be reported on the appropriate report form. Copies are then to be forwarded to the Event Chairperson, Motorsport Coordinator and QBRC. All completed and actioned forms are to be publicly displayed at the event as soon as possible with all personal details removed from the forms before they are displayed.

b.3.1 Hazard Reporting

All attendees have the opportunity to eliminate, guard against or protect others from any hazards as soon as they are recognized; it is also expected that this will be done so to allow rectification of those hazards.

If hazards cannot be rectified immediately, once recognizing the danger the Safety Official must take appropriate steps to isolate the danger by closing doors, evacuating the area, etc. In the event that a hazardous situation cannot be rectified immediately, a Hazard Report Form, found in **Appendix V**, must then be completed and submitted to the Banana Bash Chairperson for future discussion of avoidance of that Hazard.

b.3.2 Incident Reporting

Attendees at Banana Bash must record all personal incidents or injuries on the Incident Report found in **Appendix VI**. The Safety Official must investigate the incident to ensure that action has been taken to eliminate the cause in future. The Incident Report Form must then be submitted to Scouts Queensland Branch Inc. upon conclusion of event or within seven (7) days of the incident.

b.3.3 "Near Miss" Incident Reporting

If a person is involved in a 'near miss' incident, this should be recorded on a Hazard Report Form and must be investigated to ensure "Near Miss" incidents are avoided in future.

A 'near miss' is an incident that although it did not result in any damage or injury, it had the potential to do so. Reporting of minor and near miss incidents can lead to prevention of more serious incidents or injuries in the future of the Banana Bash event and events similar to it.

b.4 Risk Assessment

Risk Assessment is an examination of any activity which is then utilised in order to control and manage risk. Refer to **Schedule A** for a full event Risk Assessment which will be implemented across the Banana Bash Event. All reports that result from any Banana Bash Event will ultimately move to better the standards produced in the Risk Management Strategies.

b.5 First Aid

Throughout the Banana Bash event, several requirements need to be met for first aid, in order to provide a safe operational environment in the case that something may go wrong. A first aid post equipped to handle all likely injuries must be set up and manned by a suitably qualified first aid officer at all times. A person holding a Senior First Aid certificate or equivalent shall be present at all courses while they are operating.

A First Aid Kit to a minimum Australian Standard Requirements should be kept in any emergency vehicle, recovery vehicle and at designated marshaling points surrounding any course. In the case that the event is held more than 30 minutes from an ambulance station or hospital, an ambulance manned by qualified personnel and equipped to handle typical motor-vehicle injuries shall be provided on site.

b.6 Emergency Procedures and Contingency Plans

Right across the Banana Bash event, it will be necessary for contingencies to be in place in the case of any emergency or evacuation in order to keep all attendees at Banana Bash in a minimal risk environment.

Emergency procedures and contingency plans will differ each time an event is held depending on location, environment and community impact. This section will outline the requirement that must be met in the event organisation in order to accept that all attendees, the surrounding environment and the Scouting Organisation are at only minimal risk of injury or loss.

In the event of any incident or injury on a competition track, the competition course will need to cease while the Track and Safety Official assesses the situation. In the case that a medic is required in the place of the incident, spectators are to be temporarily relocated in order to have as little attention as possible focused on the issue at hand. The medic and their vehicle will then be requested at the incident. Only once the medic has cleared the situation will the Officials, under the control of the Motorsport Coordinator and Banana Bash Chairperson, decide whether the track is suitable to be reopened or whether action is required in order to make the track more suitable.

b.6.1 Emergency Access Points

As outlined in **Schedule E**, all event tracks and areas throughout the event site will be required to have emergency access paths accessible and easily traversed by any road vehicle. Sections of competition track that are intended as challenges for the competition vehicles will be required to have a secondary access track around the element in order for the emergency vehicle to access the next section of track.

Emergency access tracks may also be used by recovery vehicles in order to get the best vantage point over a vehicle being recovered while following the guidelines for recovery set in **Schedule F**. Access tracks must also be available to populated areas of the campsite including possible swimming areas, Pits, Bar, camping areas, entertainment areas and facilities.

b.6.1.1 Access to Emergency Equipment

Throughout the competition tracks, it is required there be access points for fire fighting equipment such as fire extinguishers (CO₂ and dry chemical extinguishers) in order to be able to contain any vehicle fire that may occur. Fire extinguishers suitable for fuel fires will also be placed at and/or around the refueling station that is located on site.

All of the extinguisher points must be signed and accessible only to the Track and Safety Official and their corresponding Marshals. By restricting the access to these extinguishers, it encourages spectators to be stepping outside assigned areas and potentially putting themselves in harm's way.

Fire extinguishers and/or access to water outlets (depending on availabilities for each on event location) will also be located throughout the spectator areas. In the event that a fire occurs or is caused within the spectator areas they will have direct access to these means of controlling the fire in order to minimise the consequences.

A 'fire fighting' vehicle shall be located on site at all times, manned with suitable crew and equipped with a minimum 500L water tank and pump.

b.6.1.2 Evacuation

In the case of fire, fuel/gas leak or any other situation that could be a person, the environment or the Scouting organisation at risk, an evacuation plan must be in place and all attendees made aware of the plan.

Evacuation points will be designated in areas around or outside the event site and signed as to their purpose as Evacuation Meeting Points. These points are dependent highly on the location of the Banana Bash Event and the types of surroundings as to how far from any area they may be.

b.6.2 Restricted Access Areas

Separate areas will be designated for spectators and marshals/officials and committee members. Areas of tracks will have barriers and/or boundary markers, some of which may be used to separate different authorities within the activity.

All attendees that are not in vehicles will be required to remain outside the track boundaries and in spectator areas with the exception of when an emergency arises. In the case of an emergency only the Safety Official and Safety Marshals will be allowed on the track to contain a situation. The Track Official, Track Marshals and the Spectator Marshals will be required to stay outside the track boundary, reassess the track and control any surrounding spectators with the ability to relocate them should the necessity arise. In the event of an incident, the Track Marshals may section off areas of the track so that spectators can cross the track to be relocated.

Areas throughout the event site such as entertainment, Pits and Bar will have operating hours decided on by the Banana Bash Executive Committee and appropriately signed in order to restrict unauthorised attendees at specified hours.

b.6.3 Awareness

The Banana Bash Executive Committee may decide on different methods of distribution of the Banana Bash Safety Guidelines appropriate to the current event running. This will be used in order to make all event attendees aware of the contingency and evacuation plans.

As a standard, at minimum, the committee will be required to have a copy of the Safety Guidelines available at administration and throughout the sectioned off entertainment areas. This will allow for all attendees to become aware of all Emergency Access Points in the relevant spectator and marshal areas, the appearance of the signs to look out for in the case of emergency and the relevant areas to which they need to proceed to for Evacuation.

b.7 Communications

For purposes of the smooth operation of the event and to ensure that all the health and safety procedures are maintained throughout the event, several communication methods will be put in place. Primarily, the ability to contact outside emergency services shall be maintained for the duration of the event.

A communication system capable of covering the entire event site shall be operational for the duration of the event. This may be made possible by means of hand-held radios for team members. In the case that these radios do not have a secure broadcasting channel, no private information is to be disclosed over these radios. A radio protocol shall be set up and made available to all users at the commencement of the event. A public address system shall also be set up to cover the campsite, pits and all common areas.

Schedule C: Banana Bash Attendees

c.1 Purpose

The Attendees documentation describes the roles, tasks, responsibilities, training and descriptions of each and every role available to a persona for the duration of the Banana Bash season. This Schedule is aimed to acknowledge that people can and have the opportunity to take on many roles throughout the camp. No matter a person's role throughout the camp, specific risk management procedures, as outline in **Schedule A**, are put in place to ensure that all people present at the camp are protected, within all reasonable action, from any foreseeable risk.

Each and every attendee will be given this documentation outlining their specific duties throughout the event and the expectations of their responsibilities that they are to meet. Each attendee will sign an indemnity form prior to the commencement of the event, agreeing to adhere to the guidelines set forth in this Schedule. Various indemnity forms will be available for members, non-members, visitors and under 18s. Parental permission must be given in writing on the indemnity for under 18s. All attendees will have full access to the Attendees documentation on request.

c.1.1 Rover Crews

Crews are responsible for the welfare and behaviour of all individual members of their crew and guests of their crew.

The behaviour of all persons attending Banana Bash (other than for motorsport related activities) be referred to the relevant Crew Leader/Crew for a recommendation of appropriate disciplinary action where required. The Banana Bash Chairperson and or the QBRC Chairperson may, if it is thought necessary, consider additional disciplinary action.

c.1.2 Non-members

Banana Bash is a Scouting Activity and as such only current members of Scouting may attend. Exceptions to this rule can only be approved by the Chief Commissioner on the recommendation of the Branch Commissioner Rovers. Acceptable exclusions could include first aid providers and Rotary/food van staff.

c.2 Spectators

Throughout the Banana Bash event, spectators will come and go and will involve members of the Executive Committee, the Motorsport Team, visitors and participants alike. The following breakdown aims to clarify the difference between the open term for spectators against visitors to the event.

c.2.1 Spectators

A Spectator is not an active participant in the course or event that is running at that time. They are present to spectate and enjoy the event from a safe vantage point. If the safe vantage point is compromised in any way Marshals will give instructions to relocate the safe vantage point and Spectators will obey at all times.

Under no circumstances will a spectator enter the Pits of a team other than their own without prior permission or event tracks during an event. Track Marshals will enforce this and spectators that do not abide by these requirements are subject to disciplinary action enforced by the event coordinator.

c.2.2 Visitors

A Visitor is not an active participant in any Banana Bash track event. They are able to enter the grounds only once visiting hours begin and are required to leave the event grounds by the close of visiting hours.

A Visitor will be classed as a spectator during events and under no circumstances will a spectator enter the Pits or event tracks during an event. Track Marshals will enforce this and visitors that do not abide by these requirements are subject to disciplinary action enforced by the event coordinator.

c.3 Participants and Crews

A participant is a member of a Crew with a participating vehicle in Banana Bash. Participants may include Drivers, Navigators, Crew Mechanics, Rover Advisers and any other Crew member supporting the Crew in any fashion. Each participant may move between each of the following positions over the course of the Banana Bash Event, but must hold the one position for the whole of any one course. No participant is to be under the age of 18 years.

c.3.1 General Requirements

A Participant has access to specialised areas including the Pits, however, access will be limited to the operating hours set forth by the Event Committee and participants must act appropriately within these areas. When events are occurring, participants not taking part as drivers, navigators, passengers or pit mechanics for the event will be required to retreat to specified spectator areas.

Marshals may direct a Participant to stay out of an area, such as a track or the Pits for any reason and the Participant will be required to follow direction at all times. Relevant Marshals will enforce this and participants that do not abide by these requirements are subject to disciplinary action enforced by the event coordinator.

All Participants will be required to attend a compulsory information session prior to participation in a Banana Bash event. This briefing will act as training and all who attend will be presented with a participant's armband permitting them to enter the restricted sections of the event.

c.3.2 Participant Dress Code

All Participants in competition vehicles will be required to meet certain requirements and dress standards. Primarily, all Participants are to have a zero blood-alcohol reading which will be enforced prior to any event with a portable breath analyser or at any time randomly throughout the event (with the exception of during actual competition). Anyone found to read over zero (0) will be unable to compete until such time as a zero reading is recorded. In the event that they have competed, all scores will be disregarded and the participant will be dismissed from the event.

Regarding attire, they must be wearing at minimum:

- Full length sleeved shirt
- Full length pants
- Closed in shoes
- Relevant coloured wrist band

All garments must be of a fire resistant construction such as but not limited to wool or cotton. Plastic based fabrics such as nylon are not permitted.

As well as these basic attire requirements all Drivers, Navigators and all passengers within a competition vehicle are required to wear a full face safety helmet that complies with the Australian Standards (for a road based motor cycle helmet), minimum FIA standard 8860-2004, Snell M2005 or Snell SA/K2010 for competition based helmets (motorcycle racing, automotive racing or go kart racing). Helmets older than eight (8) years of age OR with significant scratches, cracks or chips indicated damage will not be accepted. All helmets must be full faced or safety goggles must be worn if this feature is not available. Motor-cross goggles are recommended. The term 'goggles' does not include swimming goggles, safety glasses or sunglasses of any description.

Fire resistant gloves are recommended but are not compulsory. Head restraints and braces are recommended but are not compulsory.

c.3.3 Driver

A Driver is the Participant who is operating a Competition Vehicle during specified event times on clearly defined roads or tracks. A driver will not take a vehicle off specified tracks and must obey directions given from Officials and Marshals around the tracks. Between event tracks and the Pits, the driver is to drive the vehicle no faster than a walking pace.

All drivers in Banana Bash must hold a valid Provisional or Open Driver's License and must sit through a driver instruction briefing prior to spending any time in the vehicle at the event. Drivers will be adorned with a specific wrist band once they've sat through a briefing and license requirements have been met to identify them as eligible to compete.

A Driver must have specific knowledge of all signage that may be on the track and be able to follow strict instruction by event officials and marshals. All passengers of vehicles will be required to wear a full-face helmet at all times in the vehicle.

c.3.4 Navigator

A Navigator is the Participant who is a front-seat passenger in a competition vehicle. The role of the navigator is to assist the driver in making the correct judgements regarding obstacles and track elements to complete the event in a safe manner.

A Navigator must meet all the requirements as a Driver with the exception of a valid driver's license. Navigators will be adorned with a specific colour armband once having completed driver training.

c.3.5 Rear-Seat Passengers

A Rear-Seat Passenger is any Participant who is a passenger in the rear seat of the competition vehicle. They do not hold any role in the progress of the vehicle. Rear-Seat Passengers must meet all the requirements of the Navigator.

c.3.6 Pit Crew

A Pit Crew Member is a Participant who is a Crew Member whose responsibilities lie in the mechanical and structural workings of a Bash Vehicle meeting safety specifications. Pit Crew Members keep a Bash Vehicle in working order and follow all instructions given by Officials and Marshals.

Pit crew members are to comply with dress regulations set for Participants with the exception of a helmet. All Pit Crew will be required to attend an information session regarding their position and where they're permitted to be at certain times and adorned with a certain colour armband. Pit crew will be allowed in the Pit site outside the hours permitted for the rest of the team, however, there will be times set for open and close of the pits.

c.4 Motorsport Team Structure

The Banana Bash Motorsport Team will be led by the Motorsport Coordinator who will be selected as part of the Banana Bash Executive Committee. The Motorsport Coordinator will be responsible for making sure all of the Officers, Officials and Marshals are meeting the standards required for a safe and successful event. All job descriptions are listed below. All members of the motorsport team as well as executive team must meet the following requirements:

- Be a registered and current member of the Scouting movement
- Be no younger than 18 years of age and not have exceeded 26 years of age by the commencement of the event.
- Be able to meet the training requirements for their position as presented by the Training Officer.

c.4.1 Banana Bash Motorsport Team Structure

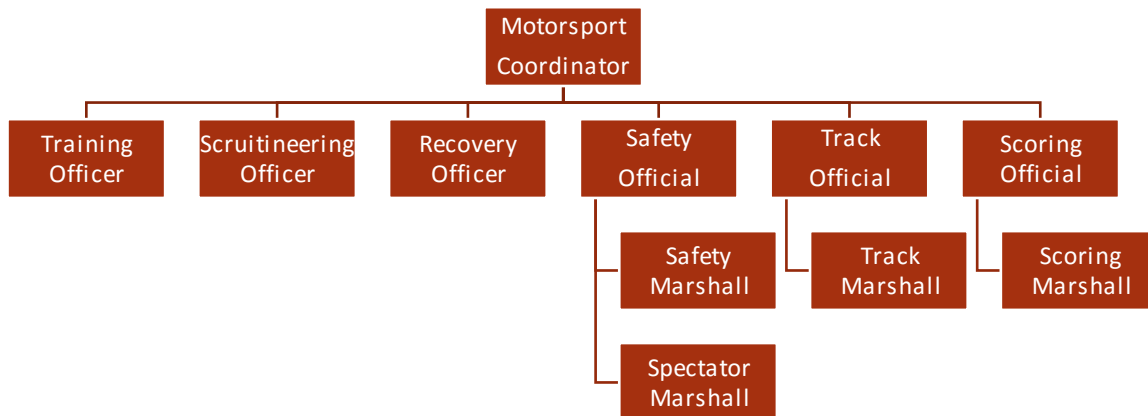


Figure C1: Banana Bash Motorsport Team Structure

c.4.2 Officers, Officials and Marshals

Throughout the Motorsport Team Structure as seen in **Figure C1** there is a distinct difference between the rolls of an Officer, Official and Marshal in the Banana Bash Event.

The appointment of Officer requires only one person to remain in the same position for the entire event. They are able to nominate other participants to assist them in their positions but will be ultimately responsible in making sure their task is complete to the reasonable quality standard.

Officials will be required to sit through a training session for their position set by the Training Officer. Ideally, an Official position will be filled by one or two unchanging persons for the entire event to encourage consistency in areas from scoring to track markings.

The position of a Marshal will be filled by Banana Bash participants who are required to complete their event service during the competition weekend. Marshals will be instructed by their corresponding Officials, seen in **Figure C1**, as to their responsibilities.

c.4.3 Motorsport Coordinator

The Motorsport Coordinator is designated to oversee the Motorsport aspect of Banana Bash. Motorsport covers all vehicle, track and competition activity. It is expected that the Motorsport Coordinator has a good working knowledge of all documented Banana Bash guidelines and will be able to provide guidance and assistance to the Motorsport team before, during and after Banana Bash.

Before the event the Motorsport Coordinator must ensure that the Motorsport Team are approaching their set tasks with a mindful approach to all reasonable lengths of safety.

During the event the Motorsport Coordinator is to monitor the efforts of the Motorsport Team and address any arising concerns within the Motorsport aspect.

After the event the Motorsport Coordinator will coordinate with the Motorsport Team to collect and collate feedback for a report to the Banana Bash Chairperson who may present this to QBRC. This report will ideally include a recommendation to address any arising safety concerns to be amended into future guidelines.

c.4.4 Training Officer

The position of Training Officer is necessary in order to ensure consistency in Motorsport Team Members in following the requirements set by Banana Bash documents and the Scout Safe document. It is expected that the Training Officer will be familiar with the Scout Safe document and all of the Banana Bash documentation.

Before the Banana Bash event, the Training Officer will be required to work with the QBRC head of Training and Development (QBRC T&D) in order to create a series of training sessions to cover all of the roles for all attendees' roles. The Training Officer will be responsible for the issue of Banana Bash documents to the relevant participants, and be expected to work with the Executive Event Committee in discussing options to distribute information as preferred by the administration team for the event. Together, the Training Officer and the QBRC T&D will run training sessions for all event executive team members and the motorsport team no less than three (3) months prior to the event. All persons who participate in training sessions provided by the QBRC T&D will be provided with a statement of their course. These certificates will be valid only for the term of the approaching Banana Bash and not for future events without exception. All executive and motorsport team members will be required to hold a valid statement of attainment of their relevant course at Banana Bash unless exemption has been received from the Event Chairperson for recognition of prior learning or otherwise.

During the Banana Bash event, the Training Officer will run information sessions as required in order to make all participants aware of their role within the event to each reasonable extent. The Training Officer should make themselves available throughout the event for people to refer to them for queries of their roles. They should also monitor the roles they have trained and make sure that everyone has a full understanding of the responsibilities they have been given. The Training Officer has the ability to suspend any persons certificate of attainment throughout the event as the result of a breach or major accident. In the case an accreditation is suspended, the Chief Commission will be notified.

After the event, the Training Officer will be required to reflect on the event and report to the Banana Bash Chairperson addressing any competition and safety issues that have arisen from training restrictions or limitations. They will work with the Chairperson to develop a recommendation to be used for amendments in the future of the event. This may require amendments to the Banana Bash documentation which can be put forward to the Executive Committee.

c.4.5 Scrutineering Officer

The role of the Scrutineering Officer is designed in order to ensure all competition vehicles are up to standard as outlined in **Schedule G**. It is expected that the Scrutineer will fully understand the requirements set out in the Specs document and be able to refer to the document for reference in determining vehicle quality. It is required that the Scrutineering Officer shall as a minimum be a qualified mechanic.

Before the event the Scrutineering Officer will be required to collect details of all vehicles that will be entered into the competition. They will then organise with the entering Crew's times to assess the vehicles prior to the event weekend in order to provide feedback as to how the vehicles will need to be improved to meet specifications. The Scrutineering Officer will also be tasked with analysing recent updates to the safety requirements in the motorsports industry outside of scouting and assess if these new requirements need to also be introduced to Banana Bash Specifications. If the specifications need amendments, they will put forward the new details to the Banana Bash Chairperson for acceptance for the Specifications document to be corrected.

During the event Scrutineering Officer will be required to examine and approve all Bash Vehicles to ensure that they meet the Specification and safety requirements outlined in the Specifications document. All vehicles must be approved prior to participating in any event. The Scrutineer will then sign off on the vehicle and provide it with a visible tag. In the event that any vehicle is involved in a collision or shows evidence of technical faults, the Scrutineer is to immediately remove the tag of approval from the vehicle and reassess its ability to compete. At random, it will be the position of the Motorsport coordinator to appoint another qualified mechanic to reassess one of the vehicles that has passed scrutineering to ensure that the Scrutineer is acting appropriately in their judgement at the best interest of all the attendees and in accordance with **Schedule G**.

After the event the Scrutineering Officer will be required to reflect on the event and report to the Banana Bash Chairperson addressing any competition issues or safety concerns. They will work with

the Chairperson to develop a recommendation to be used for amendments in the Specifications document.

c.4.6 Recovery Officer

The role of the Recovery Officer is assigned to ensure that each and every vehicle recovery throughout the Banana Bash event is completed in a safe manner in accordance with **Schedule F**. It is expected that the Recovery Officer will have prior experience in vehicle recovery, be aware of the recovery methods outlined in the Banana Bash documents and have the ability to liaise with the Four Wheel Drive Fellowship or other Organisation responsible for conducting recoveries throughout the event. This position will ideally be filled by the one same person for the entire event.

Before the event the Recovery Officer will be required to meet with the FourWheelDrive Fellowship or the recovery organisation in order to establish their standards and limitations and negotiate reasonable options for the fellowship to adopt the Scout Safe principals throughout their recoveries. They will then be responsible for assisting in track design to establish all reasonable access points for recovery to allow for minimal risk to spectators and participants alike in the event of a recovery.

During the event the Recovery Officer will be required to be present for all vehicle recoveries. The will assess the situation and ultimately decide the safest options for recovery, the distance at which the spectators are to be moved to and the communication with the Fellowship or Recovery Organisation in order to ensure the recovery meets all standards.

After the event the Recovery Officer will be required to report back to the Motorsport Coordinator providing feedback on what did and did not work in the approach taken to safety and risk management in vehicle recoveries at the Banana Bash Event. The Recovery Officer will also include any recommendations and procedures to minimise any safety concerns for future events.

c.4.7 Safety Official

The Safety Official is designated to ensure that the Scout Safe document is reflected right across the motorsport aspect of Banana Bash. They will invest all reasonable effort into making sure that all activities before, during and after the event run at minimal risk. It is expected that the Safety Official will have a good working knowledge of **Schedule A**, **Schedule B** and the Scout Safe document in **Appendix VIII**. The Safety Official will then be responsible for ensuring all Attendees at Banana Bash are aware of these documents are in a position where they will be able to follow the necessary steps in an emergency situation.

Before the event the Safety Official must work with all Motorsport Team members in developing the Banana Bash Risk Management Strategies and Health and Safety Procedures which will entail the comprehensive and coordinated approach to safety as per the Scout Safe guidelines. The Safety Official is responsible for ensuring that all plans for the Event are in accordance with these guidelines.

During the event the Safety Official will be required to strictly assess safety concerns, observe recoveries, and approve all track modifications and repairs so they are in line with the **Schedule E**. The Safety Official will also be responsible for processing hazard and incident reports in conjunction with the Attendees involved.

After the event the Safety Official will be required to report back to the Motorsport Coordinator providing feedback on what did and did not work in the approach taken to safety and risk management at the event. The Safety Official will also include any recommendations and procedures to minimise any safety concerns for future events.

c.4.7.1 Safety Marshal

The role of the Safety Marshal is in place in order to ensure that the *Banana Bash Risk Management* document is adhered to at all times throughout the Banana Bash event. A Safety Marshal will be under the instruction of the Safety Official. Banana Bash Attendees required to complete service to the camp over the weekend will be utilised to fill these positions. At any one time there is no limit to the number of Safety Marshals assisting at the event, however, all positions must be assigned by the Safety Official.

During the event, Safety Marshals will be placed throughout the competition courses in areas of spectator viewing, course elements and all accessible areas for competition vehicles. These marshals will be responsible for ensuring the upkeep of the standards set in **Schedule A**. These Safety Marshals will be required in any areas where humans may come in contact with vehicles or either human or vehicle may run into troubles. In the event of any troubles experienced, the Safety Marshals will be required to report to the Safety Official and collaborate to make a decision as to the action needing to be taken to return the activity to an acceptable risk.

After the event, The Safety Official will request feedback from the Safety Marshals in order to present an accurate event report to the Motorsport Coordinator. The report will ideally outline the experiences and outcomes of all Marshals throughout the event. This will assist in making any choices on track design, upkeep or participant involvement for the future of Banana Bash.

c.4.7.2 Spectator Marshal

The role of the Spectator Marshal is in place in order to ensure that the Banana Bash Spectators are never placed in dangerous positions. A Spectator Marshal will be under the instruction of the Safety Official. Banana Bash Attendees required to complete service to the camp over the weekend will be utilised to fill these positions. At any one time there is no limit to the number of spectator marshals assisting at the event, however, all positions must be assigned by the Safety Official.

During the event, Spectator Marshals will be placed throughout the competition courses in areas of spectator viewing. These marshals will be responsible for ensuring spectators are safe at all times, placing them in minimal risk situations. In the event of a vehicle recovery that may increase the risk involved with a spectator area, under the instruction of the Safety Official or the Recovery Officer, the Spectator Marshals will assist in relocating spectators to safer viewing positions.

After the event, The Safety Official will request feedback from the Spectator Marshals in order to present an accurate event report to the Motorsport Coordinator. The report will ideally outline the experiences and outcomes of all Marshals throughout the event. This will assist in making any choices on track design, upkeep or marshaling for the future of Banana Bash.

c.4.8 Track Official

The Track Official is designated to ensure the consistency throughout all event tracks in accordance with the management approaches outlined in **Schedule A**. It is expected that the Track Official will have a good working knowledge of **Schedule E** and hold the position for the entirety of the Banana Bash event.

Before the event the Track Official is in charge of effectively planning and organising the Course and Events: including track locations, safety areas and points of recovery. Each of these will be carefully mapped out with course markers, emergency locations and recovery access prior to commencing construction of any course. The Track Official will then oversee the on-site construction and development of all tracks and assess them prior to the event.

During the event the Track Official will oversee any necessary changes to any of the pre-planned locations, areas and recovery points as well as general Track outlay and maintenance. The Track Official will ensure that safety is sustained at all times within reasonable limits and that the Tracks are appropriate for all participants and their Vehicles.

After the event the Track Official will reflect on the event and work with the Motorsport Coordinator to address any track details that need to be corrected in **Schedule E**. The Track Official will organise a Track deconstruction to return as much as is possible on site back to its original condition and offer feedback as to how the construction can be improved for future events.

c.4.8.1 Track Marshal

The position of Track Marshal is to be under the ongoing instruction of the Track Official throughout the Banana Bash Event. Banana Bash Attendees required to complete service to the camp over the

weekend will be utilised to fill these positions. At any one time there is no limit to the number of marshals assisting at the event, however, all positions must be assigned by the Track Official.

During the event the Track Marshals will be required to be positioned throughout the competition courses at course elements and in areas of expected vehicle difficulty. These marshals will be responsible for ensuring tracks are kept at an acceptable standard, signs are allocated to the correct positions and vehicles and their passengers remain within acceptable risk levels as listed in **Schedule A**. One Track Marshal will be assigned to the Practice Track, specified in **Schedule E**, assessing drivers and deciding whether any driver is suitable to drive in a competition course. In the event of a collision or course alteration, the Track Marshal will be required to assess the new risk situation and conclude as to whether something needs to be done to correct the situation or whether the changed product lies within acceptable risk levels. All of these decisions will be made only with the consent of the Track Official.

After the event the Track Official will request feedback from the Track Marshals in order to present an accurate event report to the Motorsport Coordinator. The report will ideally outline the experiences and outcomes of all Marshals throughout the event. This will assist in making any choices on marshaling for the future of Banana Bash.

c.4.9 Scoring Official

The position of Scoring Official is allocated in order to ensure consistency in scoring between all Banana Bash events in accordance with **Schedule D**. It is expected that the Scoring Official will have a good working knowledge of **Schedule D**, be able to fill the Official position for the entirety of the Banana Bash event and have the confidence to make tough decisions with respect to event, competition and/or vehicle disqualifications etc.

Before the event the Scoring Official will be required to address the suitability of the current Scoring Handbook. They will work with the Chairman to facilitate the Scoring Handbook to suit the Motorsport events that will be conducted that year. The Scoring Official will also organise score sheets for each nominating Crew per Motorsport event to ensure effective collation of points.

During the event the Scoring Official will be in charge of implementing all Scoring guidelines appropriately and without bias. They will also review all of the delegated Marshal's decisions as well as ensuring these are also distributed appropriately and without bias.

After the event the Scoring Official will reflect on the event and work with the Motorsport Coordinator to address any scoring methods that may need to be amended in the **Schedule D**. The Scoring Official will mention any concerns that have arisen from Marshals regarding Scoring to provide feedback for the benefit of the future of Banana Bash.

c.4.9.1 Scoring Marshal

The position of Scoring Marshal is to be under the ongoing instruction of the Scoring Official throughout the Banana Bash Event. Banana Bash Attendees required to complete service to the camp over the weekend will be utilised to fill these positions. At any one time there is no limit to the number of marshals assisting at the event, however, all positions must be assigned by the Scoring Official.

During the event the Scoring Marshals will be required to be positioned throughout the competition courses at each course element. These marshals will be responsible for relaying the status of each vehicle at each element back to the Scoring Official. Scoring Marshals will be responsible for assessing, according to the **Schedule D** whether a vehicle has appropriately passed an element and reporting back to the Scoring Official at the conclusion of the individual course competition.

After the event the Scoring Official will request feedback from the Scoring Marshals in order to present an accurate event report to the Motorsport Coordinator. The report will ideally outline the experiences and outcomes of all Marshals throughout the event. This will assist in making any choices or suggestions with respect to scoring methods for the future of Banana Bash.

Schedule D: Banana Bash Competition Scoring Guidelines

d.1 Purpose

The Banana Bash Competition Scoring Guidelines is followed in order to ensure consistency between each and every event throughout Banana Bash. The Scoring Official listed in **Schedule C** with the help of their Marshals will be responsible for making sure the Scoring Guidelines are followed accurately for the fairness of awards.

d.2 Awards

d.2.1 Event Awards

For competition events throughout Banana Bash, all scoring will be based around each vehicle as an individual. First place vehicles in each competition course will be awarded a Banana Bash Trophy.

d.2.2 Cumulative Awards

Banana Bash Trophies will be awarded to the first, second, and third place getters in each vehicle class as designated in **Schedule G** as a combined result of all events during Banana Bash. All events outlined in **Schedule E**, with the exception of the RA's Race, will be considered in the overall points tally for each vehicle.

Each vehicle will be ranked within each event in each of their class designations from Number 1 to the number of vehicles entered in the class (regardless of whether they start or not) with 1 being the vehicle who finished in the top position. The vehicle at the end of the Banana Bash event with the lowest score in the rank will be the winner in their class.

d.3 Event Scoring Procedure

Points will be awarded to competitors within their respective classes as designated in **Schedule G**. All scores will be decided by the Scoring Official in response to the feedback received from the Scoring Marshals throughout each course.

There are three difference classes of competition events. These are Skill -Based Events and Distance-Based Events and March Past. Each of these event types are classified in **Schedule E**.

d.3.1 Start and Completion Points

A total of 25 points per event will be awarded to each competition vehicle that successfully starts an event. To successfully start an event a competition vehicle must completely cross the start line under its own power and must not qualify for any of the DNS Rules specified below.

d.3.1.1 Did Not Start (DNS) Rules

A competition vehicle will be considered to have not started or will not be permitted to start an event in the case of any one of the following circumstances:

- (a) The competition vehicle has not passed assessment by the Scrutineering Officer and been tagged accordingly.
- (b) The competition vehicle is not prepared at the specified start time and the Tracks Official or Scoring Official has not been reasonably informed of the vehicle's inability to make the start time for whatever reason.
- (c) The participants in the vehicle have not met the dress, training and other necessary requirements as set in **Schedule C**.
- (d) If the vehicle has been disqualified or suspended from the course or the event.

- (e) Any reasonable explanation specified by the Motorsport Team.
- (f) If a competition vehicle does not completely cross the start line under its own power.

d.3.1.2 Did Not Finish (DNF) Rules

A competition vehicle will be considered to not have finished an event in the case of any one of the following circumstances:

- (a) The competition vehicle violates conditions set forth in **Schedule G**.
- (b) The engine of the competition vehicle has stopped and cannot be restarted within one minute.
- (c) The competition vehicle is mechanically unable or unsafe to finish the event.
- (d) The competition vehicle requires recovery which may result in the vehicle being unsafe to continue without further assessment from the Scrutineering Officer.
- (e) The driver of the competition vehicle recklessly disobeys signs or marshal's instructions.
- (f) If the vehicle has been disqualified or suspended from the course or the event.
- (g) Any reasonable explanation specified by the Motorsport Team.

d.3.2 Penalties

Penalty Points are allocated to competition vehicles based on course infringements set below. Any vehicle that incurs 25 penalty points over the space of a single track will be automatically disqualified on the track and classed as DNF for the course. Vehicles or drivers with continued penalties may be referred to the Banana Bash Chairperson for further disciplinary action at the discretion of the Motorsport Team as presented in **Schedule C**.

The default penalty applied will be 5 points unless otherwise specified.

d.3.2.1 Course Boundary Infringement ~ 2 Penalty Points

A course boundary infringement occurs in the event where a vehicle passes under, passes through or connects with any track barriers, trees, boundaries or bunting.

d.3.2.2 Course Boundary Break ~ 5 Penalty Points

A course boundary break occurs in the event where a vehicle connects with any track barriers, trees, boundaries and bunting with enough force to cause it to dislodge or break. In the case of this penalty, Track and Safety Marshals will be required to correct the break prior to the next vehicle navigating the course.

d.3.2.3 False Start ~ 5 Penalty Points

A false start occurs in the event a vehicle crosses the start line prior to necessary starting permission from a flag-bearing Track Marshal. In the event of a false start, the vehicle will be stopped, returned to the start line and made to commence again.

d.3.2.4 Recovery ~ 2 Penalty Points

A recovery occurs in the event a vehicle is unable to continue without the assistance of a recovery vehicle. A vehicle must signal for recovery in accordance with **Schedule F** and will be under instruction solely from the Recovery Officer until completely detached from the recovery vehicle. The competition vehicle will then not be able to proceed on the track until given the clearance from the Recovery Officer.

d.3.2.5 Failing a Designated Stopping Bay ~ 5 Penalty Points

Failing a designated Stopping Bay occurs in the event that a competition vehicle fails to come to a complete stop in the bounds of the Stopping Bay. The stop will be pronounced a fail if any part of the vehicle is protruding past the boundaries of the bay. In the event a vehicle stops outside the bay, they will be required to drive the vehicle to fully within the Stopping Bay, come to a complete halt and wait for instruction to commence from the Track Marshal.

d.3.2.6 Driving at an Unsafe Speed ~ Chairperson Discretion

Signage will be present around courses as to advise appropriate speeds at which to approach sections of the course. Any driver driving consistently an unsafe speed will be awarded penalty points and referred to the Chairperson for disciplinary action. The driver and/or driver's team may be disqualified from the track, driving for the rest of the event or even suspended from the event.

d.3.2.7 Abusive Behaviour ~ Chairperson Discretion

Abusive behaviour to anyone while at the event will not be tolerated. Any participant exhibiting abusive behaviour may be referred to the Banana Bash Chairperson to discipline at their discretion. This may range from awarding penalties or vehicle disqualification to participant suspension from the event.

d.3.3 Skill-Based Events

Skill-based events will be scored as a result of the number of elements as listed in **Schedule E** that are successfully completed in the competition course. 25 points will be awarded as usual for any vehicle that successfully starts the course.

15 Competition points will be awarded for starting any element and 15 points for completion. Penalties will be awarded for any of the reasons as listed about.

In the event of a recovery in a skill based event, a vehicle will be pronounced DNF for the element over which it is recovered. The scoring will then recommence from the track directly after the DNF element.

Total points scored in a skill-based event will be calculated in the following manner:

$$\begin{aligned} \text{Total event points} = & \quad \text{Course Starting Points} \\ & + \text{Element Starting points} \times \text{Number of elements started} \\ & + \text{Element completion points} \times \text{Number of elements completed} \\ & - \text{Penalty points.} \end{aligned}$$

d.3.4 Distance-Based Events

Distance-based events will be scored as a result of the distance travelled over the single course element 5 points will be awarded for every meter of course travelled. The distance at which the vehicle comes to a halt will be measured to the vehicle's front tyre. A vehicle will indicate it is at its further point by signalling its horn for recovery. In the event the vehicle can reverse from its stopping point, the drivers may decide to reattempt to pass this point on the element at a maximum of 3 attempts in total at the element. The final distance recorded will be the final resting place of the vehicle. If a flag-bearing Track Marshal establishes the vehicle cannot progress further, they will signal to the vehicle's driver to stop and signal for recovery. Continuing to make progress attempts after this signal may incur penalties.

25 points will be awarded as usual for any vehicle that successfully starts the course. In the event a vehicle completes the entire course element, a further 50 points will be awarded.

Measurement markers will be placed every 3-5 meters over the length of the element. As the safety of person's around the track is of highest priority, in the event that it is unsafe to approach the stopped vehicle to make an accurate distance measurement, the distance will be established from the further measurement marker that has been passed.

The total points for a distance-based event can be calculated in the following manner:

$$\begin{aligned} \text{Total event points} = & \quad \text{Course Starting Points} \\ & + \text{Points for each meter} \times \text{Number of meters travelled} \\ & + \text{Completion points (if full element completed)} \\ & - \text{Penalty points.} \end{aligned}$$

d.3.5 March Past Event

As in each of the other events, 25 points will be awarded for any competition vehicle that successfully starts the March Past under its own power. 10 points will be awarded to vehicles that complete the event.

Vehicles in this event are awarded a score between 1 and 20 in each of the following categories while participating in the event:

- Theme / Originality
- Energy Displayed by Crew Members
- Car Decoration
- Crew Member Decoration
- Crowd Response

Judging of this event will be completed by a panel of four (4) impartial persons, whether they be Rovers or RAs who do not have vehicles competing on behalf of their crews, ex-rovers or Visitors. Each judge will score the event based on the outlined criteria and the average of the cumulative score from each of the judges will be deemed as the competitors' score for the event. Vehicles travelling at unsafe speed through the March Past may be disqualified and awarded zero (0) points for the event.

Vehicles unable to start under their own power will not be permitted to complete the March Past, however, the crew is permitted to take part and be scored on Theme/originality, Energy Displaced, Crew decoration and crowd response. Points for starting and finishing will not be issued.

d.4 Disqualification

A participant may be disqualified from driving over a single course or the entire event if, in the opinion of the Motorsport Team and the Banana Bash Chairperson, the participant is driving in an unsafe manner, is engaged in conduct contrary to the ideal of Scouting, or is engaged in conduct that is in continued ignorance to the guidelines provided in **Schedule E**. Should an entrant be disqualified from an event for any of the reasons outlined above, the Banana Bash Executive Committee will also reassess the entrant's continued participation in Banana Bash.

A competition vehicle may be disqualified from a single track if over the course of that track the vehicle incurs more than 25 penalty points. Should a competitor be disqualified, they will receive zero (0) ranking points for an event.

d.5 Scoring Rules

d.5.1 Changes to Banana Bash Competition Scoring Guidelines

All changes to be made to the Competition Scoring Guidelines will be made prior to the commencement of the Banana Bash event and approved by the Banana Bash Chairperson with the support of the Motorsport Team.

If it is necessary for any rule to be changed throughout the event for purposes of risk management, safety or to help separate competition teams, all changes will be approved by the Banana Bash Motorsport Team and Banana Bash Chairperson and briefed to all event participants prior to the continuation of any events.

d.5.2 Dispute Resolution Process

If there are any disputes arising from the scoring of an event, a written submission must be made to the Banana Bash Chairperson and the Scoring Official within 30 minutes of the posting of the event scores. If there are any disputes arising from the content of this document, Crews must make a written submission to the Banana Bash Committee no later than 4 weeks prior to the commencement of the event.

In all matters concerning the awarding of points and penalties, the decision of the Scoring Official will be final, pending any disputes.

Schedule E: Banana Bash Tracks Manual

e.1 Purpose

The Banana Bash Tracks Manual is aimed to provide concise detail about the layout of the Banana Bash events tracks and the goal for each event. The Tracks Manual will address concerns regarding track safety and providing the standards that are to be met with respect to track design, recovery and emergency access, spectator control and track hazards maintenance.

The Track and Obstacle Safety Specifications outlined in this document are to be strictly adhered to throughout the planning, construction, and duration of the Banana Bash event. If at any time the course is modified as a result of poor weather or vehicle impact, then the track section or obstacle must be assessed by the activity Safety Official before events can continue on the affected section of track. For more information on the role of the Safety Official or other marshals please refer to **Schedule C**.

Throughout each of the courses, relevant signage will be required on approach to any course **Elements**. All **Elements**, emergency points and hazards will be signed appropriately as to minimise the risk involved when having cars on the tracks.

e.2 Requirements of All Courses

Once all marshals and officials are in place, a marked test vehicle will do a moderate run of the course prior to any competitive vehicles starting to ensure that all signs and tracks are in fully working order. The officials in the test vehicle will check the physical course against the mapped features and make sure all stated emergency features are in place as specified. The test vehicle will sport a red flag which as soon as the test vehicle begins its run of the course indicates the course is closed to all spectators and pedestrians. The only persons allowed around the track outside spectator areas will be officials, marshals and vehicle occupants. If the test vehicle runs into problems with the track this will need to be assessed in order to be sure it is suitable for competition vehicles. It is expected that by the time the test vehicle begins its run the rest of the competition vehicles will be starting to make their way to the start line. If the test run falters, drivers will be told to either stop their engines or directed back to the pits until the track is accessible. Once an event is over, the test vehicle will do another run to check the maintained quality of the track and assess any compromised **Elements**. The car will sport a green flag to indicate tracks are open for pedestrians to move about.

e.2.1 Start Line

A start line is to be set up on a level section of the course. The start line is to be easily visible to both vehicles occupants and observers by means of a witch's hat either side of the track and a Track Marshal designated at the start line who is to comply with the regulations as listed in **Schedule C**.

e.2.2 Straight

A straight is a section of track on level ground that has no bends, gradients or obstacles to impede the path. A straight must not exceed 80m in length without an obstacle designed to slow vehicles whether it be a hill, bend, physical obstruction or otherwise. The width of any straight must be no less than 2 times the width of any vehicle. In the case that a straight ranges over a decline, it must be no longer than half the allowable length of an uphill or level straight.

e.2.3 Corner/Bend

A corner or bend is any section of track that deviates from a straight line direction. All corners will be marked with appropriate signage according to **Table E1**. No track bend is to exceed 180 degrees. Any track bend that exceeds 45 degrees is to be located no more than 30m after the previous obstacle or have a Track Marshal in order to prevent large pace build before a corner.

e.2.4 Finish Line

Finish Line is to be set up on a level section of the course. The Finish Line must be easily visible to both vehicle occupants and observers and will be marked by a witch's hat either side of the track and accompanied by a Track Marshal.

e.2.5 Course Boundaries

There are several types of boundaries that may be used throughout the course. Barriers are necessary at any point where hazards need to be separated from the course or marshals, officials or spectators from the tracks. Barriers may be made from hay-bales, tyres, concrete blocks, water barrels or the like. Solid structure barriers are to be set at an angle between 30 and 60 degrees to the track to deflect and slow a vehicle. Barriers at 90 degrees cause/create a sudden halt and impact rather than a gradual stop which can cause more serious injury to vehicle occupants.

Bunting can be used as a boundary indicator but is not to be used as a barrier as it does not provide any power to stop or slow a vehicle. All distances of barriers from the course and spectator barriers from the tracks will be decided by the Track and Safety Officials in order to allow for a safe and minimal risk situation.

e.3 Nominated Course Elements

e.3.1 Speed Arresters

Speed arresters are a setup of obstacles designed to make drivers slow down. Marshals will need to be designated to these areas to make sure drivers are obeying speed necessities to slow.

e.3.2 Hairpin Turns

Hairpin Turns are designed to have a competition vehicle make what seems to be a 180 degree turn. Needs marshals to ensure drivers are slowing to necessary safe speed to complete. A Safety Zone will be required around a hairpin turn where no persons, Marshals or otherwise, will be permitted to be situated at the point of the turn. If the hairpin bend is on a hill, the turn must be indicated to be taking in the direction of the incline.

e.3.3 Corners/Bends

There are several types of corners and bends. The hairpin bend, 90 degree corner and slow bend are all designed as a course element to slow a competition vehicle and change course direction. No spectators are permitted to view from the outside of the bend.

e.3.4 Chicane

A chicane may be designed by a simple layout of obstructions on a straight. It is an element set to slow down vehicles and provide an opportunity to present the technical ability of the driver.

e.3.5 Ditch or Dip

A ditch or dip is a decline immediately followed by an incline in the direction of the track. Design of a Ditch or Depression will allow for a drop-off of no greater than 15cm at the beginning of the decline. The declined section must not exceed 1m in length and must not decline at an angle more than 20 degrees to the horizontal. The immediate incline but then not exceed 3m in length and not incline at an angle more than 20 degrees to the horizontal.

e.3.6 Crest

A crest is the approach to the top of a hill which may have a quick drop or sharp turn. The crest provides impairment to visibility of other challenges. It will be required that the direction of the track immediately after the turn will be signed and visible to all vehicles approaching the crest.

e.3.7 Stopping Bay

Vehicles will be required to stop within the markings of a designated stopping bay. A stopping bay will be marked by four (4) red-tipped posts in the ground indicating each corner of the stopping bay and will have a stop sign at the front line indicating the purpose of the posts. The car must come to a full standstill within the bay before an official will give them the signal to progress through the rest of the course. Vehicles that do not stop within the bay will be made to adjust their vehicle to do so. For vehicles that do not come to a complete stop, penalties will exist as reflected in **Schedule D**.

e.4 Banana Bash Courses

All Competition Tracks at Banana Bash will serve a specific purpose and be directed at different members within a participating crew. There are several types of Tracks and Events including the Practice Track, Skill-Based Events, Distance-Based Events and the March Past.

e.4.1 Practice Track

- **Description:** The practice track is designed to give all driving competitors the chance to get a feel for their vehicle. It will be composed of simple obstacles and a monitored speed limit.
- **Course Elements:** Slight bends, camber to the road, sharp bends and a track-wide ditch.
- **Required Track Specifications:** There will be a full-time practice track official assigned to monitor the performance of each driver and monitor speed-limits. The entirety of the practice track circuit may only be 50m long but must all be visible to the track official.

e.4.2 Skill-Based Events

Skill based events will be scored as a result of the number of elements that are successfully completed in the competition course.

e.4.2.1 Prologue

- **Description:** The prologue is designed as an introduction of the cars to the Banana Bash event. This event gives crews an opportunity see how their cars handle the tracks and give the chance for last-minute maintenance of vehicles before the Short Course and competitive events commence. The Prologue will run on a short and simple circuit track and the results of the prologue will determine the running order of vehicles for the rest of the event.
- **Course Elements:** slight bends, hill, straight.
- **Required Track Specifications:** This track is to be kept as simple as possible in order to make sure all of the cars are able to function at least enough to make a simple track. All bends will be long and manageable at speed. Hills will not be too challenging and the straight will be not long enough for any of the vehicles to gain unreasonable pace.

e.4.2.2 Short Course

- **Description:** The short course is designed to show off the strengths of each vehicle.
- **Course Elements:** short length, downhill stretch, gradual and hard turns, straight, stop/halt point, s-bends.
- **Required Track Specifications:** Track Marshals to be situated at relevant points around the course to make sure that cars are staying at safe speeds through dangerous points. All bends and turns will be signed at a reasonable approach distance and indicators to slow down will be placed if necessary.

e.4.2.3 Long Course

- **Description** : The long course is designed to test a driver in all areas of driving ability. The course will cover uphill and downhill stretches, a small mud-pit area, path obstructions and ditch drop-offs. This is an opportunity for the most experienced driver in the vehicle team to show what they're made of.
- **Course Elements** : Lengthy circuit track, spectator viewing area, speed arresters, hairpin and gradual turns, straights, S-bends, marshal areas for speed checks, stop/halt point, mud-pit and small ditches.
- **Required Track Specifications** : Very small portions of the long course will be able to be viewed by spectators. Ensure that all points of the course are visible to an official or marshal so that the course is maintained correctly for each run and any hazards that arise can be resolved.

e.4.2.4 Night Event

- **Description** : The night event is designed to test participants in all their awareness. Night events are subject to event site but will usually involve a short test of ability, for example a figure 8 track. These events bridge the gap between the afternoon activities and evening entertainment.
- **Course Elements** : dependent on decided event.
- **Required Track Specifications** : the night event can only cover a small space of ground, usually a single flat area. Ideally, spectators will view from a higher point surrounding the track where they're at no risk of any altercations with vehicles while still being able to view the entire event. Vehicle lights are the only source of light other than start and finish line officials. Spotlight or floodlight facilities must be set up for use in the case of any issue that may happen in the night event.

e.4.2.5 Autocross

- **Description** : This is a testosterone-based short course. All occupants of the vehicles must be male to compete and the Autocross will be the Short Course run in reverse.
- **Course Elements** : refer to Short Course.
- **Required Track Specifications** : refer to Short Course.

e.4.2.6 Powder Puff

- **Description** : This is an oestrogen-based short course. All occupants of vehicles must be female to compete and the Powder Puff will be the Short Course run in reverse.
- **Course Elements** : refer to Short Course.
- **Required Track Specifications** : refer to Short Course.

e.4.2.7 RA's Race

- **Description** : This event is run as an optional event depending on time available. It is the short course driven strictly by crew's RAs. The event will be scored according to **Schedule D** however will not be used in the cumulative awards totals for the vehicle for the event.
- **Course Elements** : refer to Short Course
- **Required Track Specifications** : refer to Short Course.

e.4.3 Distance-Based Events

Distance-based events will be scored as a result of the distance travelled over the single course element 5 points will be awarded for every meter of course travelled.

e.4.3.1 Hill Climb

- **Description** : The hill climb event is designed to be a challenge to the vehicles. As per requirements, the start line must be on a level section of track then cars may either enter the hill from an angle or dead-on. Small obstacles may be set up on the hill for drivers to dodge around. The hill will ideally be enough challenge so that obstacles will not need to be set up. The course must then end at the top of the hill, again on a level section of track.
- **Course Elements** : a very steep hill.
- **Required Track Specifications** : at the top of the hill there will need to be accurate information given to all drivers and navs as to the levelling that occurs at the end of the uphill stretch. Sufficient warning for the levelling and necessity to slow down will need to be indicated by signs rather than officials in order to keep officials away from the high-risk track area.

e.4.3.2 Worm Dig

- **Description** : This event is designed to test the ability of a driver to cope with a difficult situation. The worm dig is a pit of mud through which each vehicle is to drive. The event, while testing the design of the vehicle, is mostly a test of the drivers skill. Driver ability plays a decent role in making a less able car conquer the mud pit.
- **Course Elements** : Mud Pit.
- **Required Track Specifications** : Start and finish lines must be in dry areas. Spectators to strictly adhere to designated areas as recovery is a very common necessity and can pose great risks to surroundings.

e.5 Pits

The Pits is the area designated for storing, maintenance and re-scrutineering of vehicles. The pits should be located on a level site with sufficient area to maintain a minimum of a one meter gap between competition vehicles.

A maximum speed limit of 5km/hr will apply at all times in the pit area. A well marked entry and exit is required with a one way traffic system in place if possible. Vehicle traffic in the pits will be limited to competitive vehicles only unless under the direction of a committee member.

e.6 Spectator Requirements

Spectators will only be permitted in certain sections surround vehicle tracks. The spectator areas will be monitored by Spectator Marshals as detailed in **Schedule C**. No spectators will be permitted in areas along the sides of the straights to avoid risk of flying rocks as a result of higher speeds of vehicles. No spectators will be permitted immediately surround any of the course elements. Safe distances and vantage points for spectators to view from will be decided by the Track and Safety Officials.



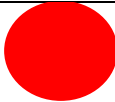


Spectator viewing areas are to be designed to view interesting aspects of the course from a safe distance. Viewing areas will be placed, in most cases, prior to obstacles rather than after obstacles.

e.7 Signage and Indicators

Major signage will be displayed in red against a white background and must be placed in an appropriate visible location on the track (usually preceding a corner on the outside of the track, but in

some circumstances it may be more visible in another location). Signs in yellow and/or black are dependent on design aspects of the tracks within the event, to act as an extra caution and may be on either side of the vehicle. **Table E1** displays the common red signs that will be placed throughout the course.

Table E1: Banana Bash Tracks Signs and Indicators

SIGN	ACTION	MARKER
Direction Arrow	These arrows will be placed throughout the courses placed in the most visible location indicating the upcoming direction that the course will take.	
Red/Green Indicator	Markers placed to indicate where drivers are supposed to drive when the track may be unclear. Drivers are to keep to the green side.	
Stop	To be openly visible from no less than 20m. A solid line to be drawn on the track to indicate the stopping point.	
Danger	This sign to be placed in any area where necessary to advise drivers to be cautious for approaching obstacles or course elements.	
Slow Down	To be placed in advance to any course component that requires low speeds in order to traverse safely.	
Stopping Bay	To be placed no less than 20m prior to the stopping bay with a distance warning. Normal stop signs to indicate the stop line of the bay.	STOPPING BAY
Ditch or Dip	To be placed prior to any track-wide ditch or dip. It will most likely be accompanied by a sign indicating to slow down.	DIP

e.8 Track Access for Recovery and Emergency

All tracks are designed in order to have emergency access points to all elements. Emergency tracks are necessary around sections of competitive track that have sections that cannot be easily passed by road-vehicles including the test vehicle and emergency vehicles. All requirements for emergency access for medical vehicles are outlined in **Schedule B**.

Any point from which a vehicle may possibly need towing or recovery needs to have a point for recovery or emergency access no more than 15m distance to the front or the rear of the vehicle. This is to allow for ease of recovery so that requirements outlined in **Schedule F** are not violated.

Schedule F: Banana Bash Conditions of Recovery

f.1 Purpose

Throughout the Banana Bash event, it is expected that there will need to be vehicles recovered from certain components of the course. The Banana Bash Conditions of Recovery are documented in order to ensure minimal risk associated with the recovery of any vehicle throughout the Banana Bash Event.

f.2 The Recovery Officer

In the event that the driver of the competing vehicle realises they need recovery, they are to sound the horn twice. Once the horn has sounded, the driver is not to attempt to make any further progress, whether forward or backward, until instructed by the Recovery Officer as outlined in **Schedule C**.

The driver of the recovery vehicle is to be the only occupant and will be in contact with the Recovery Officer by means of radio and visual contact at all times throughout a running course. This driver must be a current as at the time of Banana Bash and active member of the 4WD Fellowship or the organisation that is in charge of recovery for the Banana Bash Event.

The Recovery Officer will check all connections, and with the Spectator Marshal, clear bystanders to a safe distance of no less than 2 times the un-stretched Recovery Strap length to the side of the recovery operation and NEVER in the line of recovery. The only persons and vehicles to be within the recovery area, defined as the space within the safety distance, is the Recovery Officer, Recovery Driver and the occupants of the vehicle being recovered.

When the driver of the recovered vehicle decides that the vehicle is out of trouble and is able to continue, they will signal the Recovery Vehicle to stop by sounding the horn again twice. After recovery, competing vehicle is not to move under its own power until both the recovery vehicle and the Recovery Officer are both off the track and the Recovery Officer has signalled the driver to continue.

If a simple tow is not enough to recover the vehicle, there will be two methods of recovery that may be performed. Snatch strap recoveries will be the primary recovery method, however, winch recoveries may be performed where a strap recovery will not suffice and if the winch facility is available.

f.3 Strap Recoveries

It is widely recognised that for each inch to the width of a strap will allow for you to pull approximately 4.5 tonne taking into account the forces of a snatch recovery. To accommodate for a measure of safety, it would be standard to use no less than a 2 inch width strap.

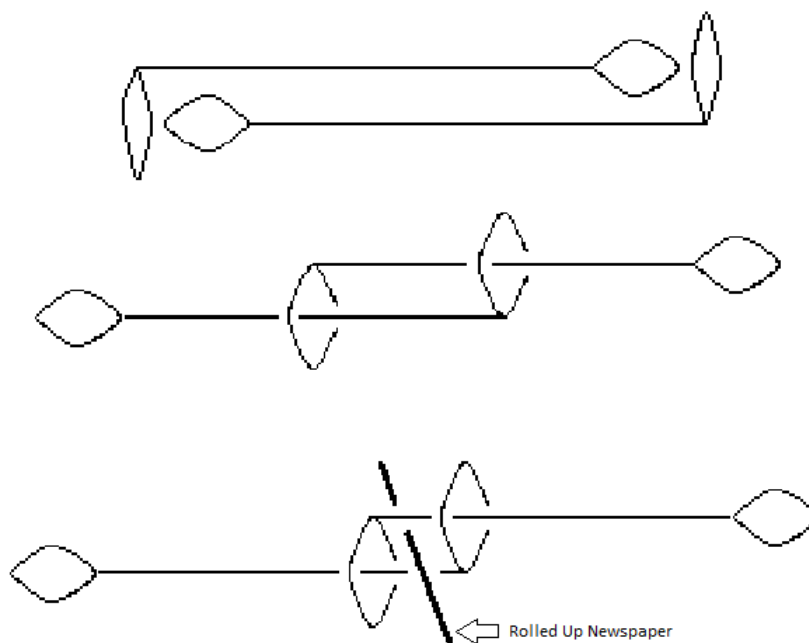
All straps utilised must carry either a ASNZ Marking and/or a SWL. Prior to fitting the strap for any recovery, the strap should be visually inspected by the Recovery Officer for any evidence of fraying, cuts, broken stitching or damage.

The recovery strap(s) is to be attached to the recovery vehicle at a rated recovery point, and a maximum of one (1) bow shackle is to be used, and must be rated no less than 4.5 tonne. A safety style chain may be used to prevent damage in case of recovery point or shackle failure. The recovery strap(s) is to be attached to the bash car by looping over the rated recovery point(s) installed on all bash cars under the specification, no bow shackles or connecting device is to be used at all.

No more than one recovery vehicle is to be used to recover or “pull” on the bash car, other vehicles may be used to stabilise the bash car in case of side slope recoveries or other recoveries where the bash car may require stabilisation.

It is not ideal to be using any more than one (1) strap, no more than two (2) straps are to be joined at any one time during recovery. If traps are to be joined for necessary recovery length, they are to be attached using the “monkey grip” method. The monkey grip method, as seen in **Figure F1**, is where the eye of one strap is passed through another strap, and the opposite end of the second strap is then passed through the eye of the first strap. A rolled up newspaper or magazine may be placed in the “hole” created to prevent binding, however anything solid should never be used.

Figure F1:
Snatch Strap
Monkey Grip
Demonstration



In the event of a snatch recovery, the recovery vehicle is never to have more than one third the length of the strap “run up” to avoid excessive stresses on the strap and reduce the possibility of the snatch breaking. Each strap in a recovery is to have a recovery damper fitted (eg. magazine/piece of material/ratchet strap sleeve). In the case that the snatch strap does detach, the damper will stop the strap from being projected towards the crowds.

The tow straps are to be hosed at the end of each day to remove all dirt, mud and debris and then set down straight and flat to dry.

f.4 Winch Recoveries

In the event of a winch recovery, the winch rope or cable and all straps used should be inspected by the Recovery Officer prior to each recovery for evidence of fraying or damage. The winch cable is to be attached to the vehicle being recovered across two recovery points by use of a bridal strap or tree trunk protector strap wherever possible. The hook on the winch is to be hooked through the end loops of the strap. A recovery damper is to be fitted no more than 1.5 metres from the hook on the winch cable, and where possible on any connecting strap. If excessive load on the winch is expected, a double or triple line pull should be used by use of winch blocks.

While winching all bash cars should have the vehicle in neutral unless directed otherwise by the Recovery Officer. While winching, the recovery vehicle should remain stationary. It may be necessary for the recovery vehicle to be tethered to a suitable tree using rated recovery equipment, but should never be tethered to another vehicle.

The winch controller is to be operated from the driver's seat of the recovery vehicle where possible, or from an adequately shielded area.

When the bash car is free, the Recovery Officer should remove all recovery equipment from the track and signal the bash car occupants to continue only when the track is completely cleared.

f.5 Recovery Team

Under no circumstances are recovery team members who are not actively involved in an actual recovery to view from anywhere other than a designated recovery area.

Recovery team members waiting to do a recovery must wait inside their recovery vehicle.

f.6 Halting of a Recovery

The following may halt any recovery in the interest of safety; A safety official, Motorsport Co-ordinator, Banana Bash Chair, Recovery official/marshal, occupant of a vehicle being recovered, QBRC Chair or BC Rovers.

Schedule G: Banana Bash Specifications of Vehicles

g.1 Purpose

The Banana Bash Specifications of Vehicles serve to specify the minimum standards only for competing in the State of Queensland in the Banana Bash Event. Safety is the responsibility of each and every one of the participants at the event, however, each sponsoring crew and its members are responsible for making sure that minimal risk situations are maintained in all areas relating to their vehicle.

The Banana Bash Executive Committee in cooperation with the Banana Bash Motorsport Team put these rules and specifications in place to assist the Crew in preparing a safe vehicle and ensuring the smoothest running event within foreseeable situations.

If in doubt of any of the requirements listed in this document please contact the Scrutineering Officer or the Banana Bash Co-Chair (Motorsport) for clarification and correct interpretation of these rules.

g.2 Scrutineering

All vehicles competing at Banana Bash must be scrutineered by the scrutineering team before the event commencement. It is the crew's responsibility to contact the Scrutineering Officer to arrange a time and date for the inspection, preferably at least three weeks prior to Banana Bash. Crews should contact the Scrutineering Officer if they are unsure of any issues and/or if they have a problem.

Crews from outside Regions local to the Scrutineering Officer will be given first priority to have their vehicles scrutineered at the event grounds prior to the event opening on the grounds that the distance crews have made prior arrangements to do so. Vehicles requiring re-scrutineering during the event will be done where necessary and possible for the Scrutineering Officer.

The Banana Bash Scrutineering Officer and Banana Bash Chairperson have the right to stop any vehicle participating in the event if deemed unsafe, does not meet specification requirements or contravenes regulations.

g.3 General Vehicle Requirements

The following requirements serve to specify the minimum standards only for competing in the State of Queensland in the Banana Bash Event. Safety is the responsibility of each and every one of the participants at the event, however each sponsoring crew and its members are responsible for making sure that minimal risk situations are maintained in all areas relating to their vehicle.

For purposes of Banana Bash, a competition vehicle will be a land vehicle defined to have:

- a minimum of four (4) wheels,
- be propelled by its own means through a maximum of two (2) wheels,
- have two wheels steering and
- a minimum of four wheels with primary braking capacity.

g.3.1 Vehicle Advertising and Logos

Each vehicle is required to have two World Scouting logos presented, one on each side of the vehicle. These will be of a 23cm diameter sticker that can be purchased from the Scout Supply Centre.

g.3.1.1 Sponsor Advertising

Advertising on Banana Bash vehicles must follow the guidelines set out in the Scouting Policy and in the Queensland Branch Scout Instructions (QBSI). The advertising of Tobacco and Alcohol is strictly prohibited on Banana Bash vehicles. In addition to this, any advertising that could degrade the image of Scouting in anyway is not permitted.

g.3.1.2 Car Names and Numbers

Banana Bash vehicles names are to be in line with the spirit of Scouting / Rovering and not derogatory, suggestive or in bad taste. Crews will assign names to their own vehicles and will have the name presented on the vehicle. It is at the discretion of the crew as to whether they wish their vehicle to be named.

All Banana Bash vehicles are assigned a number for completion purposes. If the vehicle has been in previous Banana Bash events the same number will be utilised as previously. The vehicle number is to be displayed on the front, rear and both sides of the vehicle plus a perpendicular number on the roof of approximately 200mm x 300mm. For new vehicles, the Banana Bash Committee will allocate a number for the vehicle upon receipt of vehicle application.

g.3.2 Competition Vehicle Ownership

All Banana Bash vehicles are to be owned by a Rover Crew and must be listed on the group equipment register and lodged with Branch Headquarters, preferably with the group property return. Crews can enter as many vehicles as they wish on the condition that each vehicle meets these requirements. Vehicles previously sold by a Rover or Rover Crew to a person or entity for purposes other than competition in Queensland Rover organised events.

Any vehicles previously raced in competition outside of the Scouting Movement are not permitted to participate in the Banana Bash Event unless prior permission is given in writing by the Banana Bash Executive Committee or Motorsport Team.

g.3.3 Vehicle Occupants

A Vehicle at any one time whilst moving must have a minimum of 2 occupants including one (1) Driver and one (1) Navigator. Each occupant must meet the standards as outlined in **Schedule C**.

g.4 Vehicle Classification

Banana Bash vehicles will be classified into three classes. These are:

- Buggy / Pipe Frame
- Sedans and
- Supers

The classification of vehicles will be in accordance with the following class specifications, if crews are unsure about the classification of their vehicle, they should provide details of the car and changes made to the Scrutineering Officer. Before requests for changing a vehicles classification can be requested to the Scrutineering Officer, the vehicle must meet the classification of the desired class. If the vehicle does not comply with the classifications it will be shifted into a suitable category at the decision of the Scrutineering Officer. Any disputes arising from vehicle classification should be taken up, in writing, with the Banana Bash Chairperson.

To qualify in the appropriate class, the competition vehicles must meet the below requirements. To pass assessment by the Scrutineering Officer, each vehicle must comply with all safety requirements listed in this document.

g.4.1 Buggy/Pipe Frame Class (Vehicle No. 1XX)

- Six or fewer cylinders

- The main chassis is to be welded from the rear torsion housing to the front torsion housing and MUST be constructed from a minimum 32NB x 3.2mm (42mm outside diameter) wall circular steel OR 40mm X 40mm X 3.2mm box sectional steel.
- The roll cage is to be WELDED to the top of the main base.
- Must have (2) seats

g.4.2 Sedan Class (Vehicle No. 2XX)

- Six or fewer cylinders
- Based on an original two wheel drive chassis
- Less than 375mm clearance from the ground to the doorsill or chassis (lowest point) in four points with the largest tyres used during the event. The four measurements are taken from the chassis rail or doorsill at the points behind the front tyres and in front of the rear tyres.
- Roll cage BOLTED to the top of the main base.
- Engine has been moved no more than 200mm

g.4.3 Super Class (Vehicle No. 3XX)

- All vehicles not falling into the above two classes but deemed suitable for competition at the discretion of the Scrutineering Officer.

g.5 Vehicle Safety Specifications

g.5.1 Battery

The battery must be securely fastened in a safe position inside the vehicle, if in the passenger compartment it must also be in a battery box. A blue (or white if the vehicle is blue) 150mm triangle must be on the outside panel of the car indicating the location of the battery.

g.5.2 Brakes

All vehicles must have a pedal operated main braking system, controlling a minimum of four wheels. In addition to this, all vehicles are to have hand controlled brake lever acting on a minimum of two wheels and at easy access to the driver while harnessed.

NO independent wheel brakes (fiddle sticks) are permitted. If a hydraulic handbrake is in place, it must operate independently of the main hydraulic brake system and must have 2 separate lines for redundancy. A brake test will be completed of every competing vehicle by inspecting wheel cylinders and callipers for leaks and checking brake disc pad thickness for minimum usable thickness of 3mm.

g.5.3 Chassis

Vehicles with fabricated chassis are to have minimum dimensions of 55mm x 50mm x 3.2 (excluding buggy class) hollow section steel. Vehicles with standard floor pans should ensure the roll cage securely mounts to the body/shell and will evenly distribute the forces likely during competition. The floor is to be sound, strongly constructed and must be securely fastened. The chassis and floor plan must be primarily rust free and no less than 2mm steel or 3mm alloy sheet metal, except if an unchanged standard car floor in good condition is used. The floor plan is to extend under the passenger side compartment of the vehicle.

g.5.4 Electrical

All vehicles must have a fusible link between the battery and the wiring harness, excluding from the main feed to the starter motor. The wiring must be secure to the vehicle structure and of safe design and passage. No bare wires or non-insulated connectors are permissible.

Kill switches are required on all vehicles to stop the motor in the case of emergency stop. It is required that the switch must manually or electronically be reset prior to the vehicle being able to be restarted.

All vehicles must have a kill switch inside the vehicle within the reach of all participants inside the vehicle whether in the centre of the dash or on the roof. Switches may be key-type or mushroom safety switches. No kick-down switches permitted. A kill switch must also be easily accessible and indicated by a red painted circle (yellow if red vehicle) on the outside of the vehicle.

Vehicles must have operating lights of suitable requirement:

- Headlights: minimum of two (2) headlights of at least 60 watts (or LED equivalent) on front of vehicle
- Taillights: minimum of one (1) red tail lamp
- Brake Lights: minimum of two (2) red brake lights operated by the application of the vehicles brakes.
- Reversing light: minimum of one (1) reversing light operated by either gearbox switch or toggle switch.
- Two (2) amber dust lights are required, one at the front and one at the rear of the vehicle that coincide with vehicle ignition to be functioning the entire time the vehicle is running. *Note: indicators are not necessary.*

A fully functioning, single-tone, horn is also required loud enough to be used for recovery indications.

g.5.5 Engine Type

Carburation or Electronic Fuel Injection (EFI) are accepted providing they comply with g.5.9 Fuel, Fuel Tanks and Fuel Systems. No restrictions apply on size or breed. All engines must be mounted in a secure and suitable position.

New or significant engine modifications must be approved in ADVANCE by the scrutineer to avoid disappointment.

g.5.6 Exhaust

All engine exhaust pipes will be directed to the rear of the vehicle passenger compartment and exit a minimum of 300mm from the rear of the passenger compartment in a visible position. It must be more than 100mm above the ground and not project more than 50mm beyond the body of the car.

A silencing device must be fitted to the exhaust, whether muffler or otherwise restricting noise to no more than 95dba in race conditions measured at a distance of 30m. Any exhaust pipes exterior to the roll cage or in a position where they may be touched must be covered by heat protection in such a manner that will prevent accidental burns. Excessive noxious exhaust emissions, including smoke, will not be tolerated.

g.5.7 Fire Protection

All vehicles must have mounted within easy access to the Driver and Navigator (minimum) an approved and current 'Suitable for Flammable Liquid' type fire extinguisher of at least 0.9kg.

g.5.8 Firewalls

All vehicles must be fitted with an appropriate fire wall separating the passenger compartment from the engine and the fuel tank. Holes in the firewall for electrical or other purposes should be no more than 30mm in diameter and must be fitted with a suitable silicon or similar bung. Any holes greater than this in size must be plated. There must be no excessive gap around any penetration of the firewall.

g.5.9 Fuel and Fuel Tanks

Only retail available fuel is to be used. Exceptions will be made to permit the use of petrol additives in leaded fuel engines.

Fuel Tanks are to be securely fastened within body confinements. The walls of the fuel tank must be a minimum of 1.2mm (18g) steel or 2.5mm (12g) aluminium. If a plastic fuel tank is to be used, it is to be a solid wall (no bladder tanks allowed) plastic fuel tank specifically manufactured for the purpose

of acting as a plastic fuel tank or fuel cell in a road going motor vehicle, and must also be protected from track object impact by steel or aluminium plating that meets the metal fuel tank wall specifications.

All fuel lines are to be outside the passenger compartments, protected from rubbing and abrasion and all connections are to be clamped.

The fuel filler will be outside the passenger area and will be fitted with a non-leaking fuel cap. The breather pipe (minimum 8mm diameter or factory fitted) must be constructed so that, in the event of a vehicle rolling, it will not leak. It must run upwards to a level higher than the tank's depth and then run downwards to at least the top level of the tank, then right across the tank and then to hang down a minimum of 15cm below the bottom of the tank. Alternatively a one-way valve may be fitted.

Fuel tank pressure must not exceed the manufacturers pressure rating for the components of the fuel system.

For EFI vehicles, all fuel lines, from the tank to the injector rails must be of suitable EFI rated (minimum 90 PSI, or unmodified fuel rail system) fuel line, either of rubber (or similar) or steel construction. Lines must be in serviceable condition with no evidence of chafing, degradation or other damage that could affect the integrity or rating of the fuel line.

Any secondary fuel chamber (swirlpot, surge tank or other similar reservoir) must comply to the same specifications as a fuel tank as specified above. Fuel rails must be of an un-modified OEM specification.

Fuel regulator and return fuel line must be an unmodified factory system.

g.5.10 Pipes

Radiator pipes are to be external only and covered with steal guard or heat resistant covering. No radiator pipes are to run over the roof of the vehicle. A Firewall must exist between the radiator (pipes incl.) and the occupants. External cooling systems must be shrouded in a way as to prevent bystanders from injury in the event of leak or explosion.

g.5.11 Gearboxes, Differentials and Tail Shaft

All vehicles must be two wheel drive only and have at least one forward gear and an operating reverse gear. Any configuration of gear box or differential is permitted as long as these conditions are met. The gear lever must be accessible to the driver whilst fully harnessed into the vehicle. It must have minimal play, and all gears must be easily selected during scrutineering. For automatic vehicles, there must be an isolation switch preventing the starting of the vehicle whilst not in 'park' or 'neutral'. Note: Four-wheel drive based vehicles may be used but either the front or rear prop shaft must be removed in order to ensure two wheel drive operation only.

All vehicles with a tail shaft must have a tail shaft loop fully encircling the tail shaft 150mm behind all tail shaft joints and/or bearings with the exception of the rear most universal joint. Construction must be one of the following; steel rod of 13mm diameter, high tensile chain of 6mm diameter, five ply belting or flat steel strip 3mm x 25mm. It must be mounted to the floor with high tensile bolts with a minimum 8mm diameter. Eg: Vehicles fitted with a centre bearing in the tail-shaft will require two (2) such loops.

g.5.12 Mirrors, Windows and Glass

Each vehicle must be fitted with at least two (2) rear vision mirrors, each of which must have a reflecting surface of at least 30cm², one of which must be a side view mirror and must provide an unobstructed view to the rear of the vehicle.

Front and Rear windscreens must be removed and replaced by a metal grill with wire mesh 2mm-5mm thick in square no larger than 50mm x 50mm or 45mm x 95mm. The front grill must be securely mounted, however it must be easily removed in the case of an emergency; metal pins / tabs or cable ties are acceptable. Hinged front grills are not accepted. The rear grill may be permanently secured.

Note: No glass, lexan or perspex is to remain on the vehicles. (Excl. rear view mirrors)

g.5.13 Harness

All vehicle occupants must be held securely into their seat via a full harness of no less than 4 point. The harness must not be over 5 years old or damaged or unduly worn. All points of a harness must be securely mounted to the vehicle in the prescribed method as outlined below. A four(4) point harness must be mounted at minimum (3) points, a five (5) point at minimum four (4) points and a six (6) point at a minimum of five (5) points.

The shoulder straps should be within 15 degrees of horizontal. If the shoulder straps have a singular mount they must not join within 150mm of the occupants neck (rear of the seat).

Mountings to non-structural parts of the vehicle are to be reinforced with steel plate a minimum of 75mm x 50mm x 3mm on the underside of the vehicle. The harness must have fixed and bolted anchor points using high tensile bolts of a minimum 12mm diameter (M12 grade or imperial equivalent).

Full harness rear mounting points must be a structural part of the vehicle or reinforced as necessary. The roll cage must not be drilled to secure the harness but tabs may be welded to the cage at suitable positions. On production vehicles, original mounting points may be used provided the original floor and bodywork remain in good condition.

All vehicle harnesses must comply with either ISO or Australian Standards for vehicle harnesses, and the compliance number and compliance date must be attached to the harness.

g.5.14 Interior

Vehicles Roll cage must have padding on areas where it is possible/likely an occupant could have any part of their body impact during competition or in an accident. All vehicles will have at least one (1) grab handle available to each passenger/navigator to assist them secure themselves.

No objects should protrude into the passenger compartment. The seats used in the vehicle must provide a secured head restraint to prevent the head moving backwards. If the seat does not have a head rest, a suitable item must be constructed providing padding and not allowing the movement of the head further than the rear of the seat. The seats must be securely mounted, using either the standard mounts, or reinforced areas of the floor in the confine of the roll cage.

Any sharp or protruding surfaces within the passenger compartment must be adequately shielded to prevent injury to the occupants.

g.5.15 Side Netting

Vehicles must have netting covering the side entries, it must be able to be securely fastened but easily removed in the case of emergency from either outside or inside the vehicle by the occupant. Metal mesh is not acceptable, it should be of a strong plastic or fabric material, and not be thick enough to cause a significant loss of visibility from within the vehicle. The netting must be affixed to the vehicle to ensure it will remain on throughout the competition, cable ties are accepted.

g.5.16 Steering

Steering columns must be a collapsible unit. All parts of the steering system should be in good working order and have minimal 'play'. Steering components must be constructed in a manner to prevent overlocking or detachment. All vehicles must have the anti-theft steering-wheel locking mechanism removed.

g.5.17 Tyres, Chains and Paddles

Tyres and rims fitted to the vehicle shall be free of any apparent defects. Tyre chains and metal paddles are not permitted under any circumstances. This includes but is not limited to snow chains, snow spikes and ropes.

g.5.18 Tow Hooks and Points

Tow hooks are to be commercially cast or forged tow hooks. For towing purposes tow hooks are to be bolted with the tow hook facing upward with two bolts of at least grade 8.8 12mm high tensile steel.

A minimum of four (4) tow hooks are to be **SECURELY** mounted to the competition vehicle; two (2) front and two (2) rear.

All tow hooks are to be attached to the main vehicle frame or chassis in easily accessible positions. Hooks are not to be welded. Tow hooks are to be painted red; unless the car is red then the tow hooks will be painted yellow. Bolt head markings on the tow hooks are to be clearly visible. *Note: Tow balls do not constitute a tow hook and are not permitted.*

g.5.19 Roof

All vehicles must have a roof covering all occupants. If the standard roof has been removed it must have a minimum thickness of 1.2mm steel or 2.5mm aluminium and be welded or bolted at no greater than 300mm intervals. There must be a minimum of 50mm between the roof and the top of any occupant's helmet. The roof panel should be supported independently of the roll cage. If the roof has to be supported by the roll cage it must only be bolted to the roll cage via mounting tabs or seam welded to the roll cage. In the event that seam welding is utilised, a dated letter of visual inspection is to be obtained from a boilermaker or structural engineer to be provided to the Banana Bash Scrutineering Officer. This letter will be available on inspection day and at the Banana Bash event. This letter will also be held on file.

g.5.20 Roll Cage/Roll Over Protection

The roll cage will provide protection for all occupants when seated in normal seating position in the event of a rollover. The occupants, including their shoulders, will be totally contained within the cage at all times. The Scrutineer must be able to see roll cage outside the occupants when the car is inspected from any angle. Where any part of an occupant could come into contact with the safety cage, protective padding shall be fitted in that area.

All roll cages are to be welded along the whole perimeter of each tube joint and shall be of the highest possible quality with full penetration, preferably using a gas-shielded arc. Although good external appearance of a weld does not necessarily guarantee its quality, a weld of poor appearance may indicate that it is unsatisfactory. (A dated letter of visual inspection is to be obtained from a boilermaker or structural engineer to be provided to the Banana Bash Scrutineering Officer. This letter will be available on inspection day and at the Banana Bash event).

All new roll cages are to be inspected by the Scrutineering Officer prior to painting and/or padding. If there is a hole in the roll cage, it is to be sleeved or will not be accepted as suitable.

g.5.20.1 Design of Roll Over Protection

g.5.20.1.1 Material

The tube profile must be circular section tube with 3.2mm wall thickness pipe and 40mm outside diameter. Must be of mild steel construction unless chromoly is used. In the case of a chromoly rollcage, cage **MUST** be certified by a mechanical or structural engineer. The use of clamps is not permitted – roll cages must be of continuous pipe materials joined with continuous welds. The bracing may be bent to conform to the coachwork profile i.e. roof line.

g.5.20.1.2 Fabrication

Only continuous lengths of tubing should be used for the main structure with smooth continuous bends and no evidence of crimping, wall failure or significant section weakening. All bending shall be by a cold working process and the minimum bend radius will be no less than three (3) times the tube diameter. The surface of the tube at any bend shall be smooth and even, without ripples or cracks.

g.5.20.1.3 Welding

Electrical-resistance weldings are to be welded along the whole perimeter of each tube joint and shall be of the highest possible quality with full penetration, preferably using a gas-shielded arc, TIG and/or MIG welding. Although good external appearance of a weld does not necessarily guarantee its quality, a weld of poor appearance may indicate that it is unsatisfactory.

g.5.20.1.4 Mountings and Fasteners

Plates 100mm x 100mm x 5 mm thick will be used to affix the roll cage structure to the vehicle structure. For each mounting, two plates are necessary. One is necessary on either side of the vehicle's structure. These plates will bolt together as seen in **Figure G1**. Fastening bolts shall have a minimum diameter of M8 and shall be self-locking or fitted with lock washers. If less than 4 bolts are used for the mountings, larger diameters are required: 2 bolts – 12mm diameter, 3 bolts 10mm diameter. The bolts used must be rated as either grade 5 or metric 8.8 as per bold head marking with the nut of the same grade.

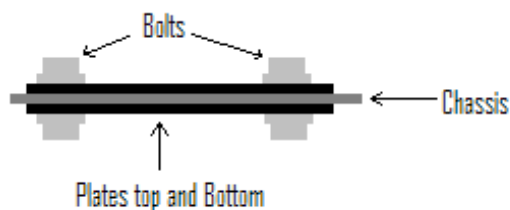


Figure G1:
Mounting of
the Roll Cage

If the vehicle type makes fixing of the roll cage using high tensile bolts difficult, then the roll cage is to be welded to the top of the main base. This method has to be approved by the scrutineer prior to the event.

g.5.20.1.5 Chassis Reinforcement

Where the roll cage rests on a boxed section chassis, the chassis must be locally reinforced, i.e.: sleeve inside chassis rail to stop crushing when bolting through both top and bottom of chassis rail.

g.5.20.2 Construction

Front seat access must not suffer interference by fitting of roll over protection and must not interfere with the driver or navigator's space.

Number of hoops:

- For a 2 seater car two (2) hoops will be the minimum requirement.
- For a 4 seater car three (3) hoops will be the minimum requirement.

The main hoop will, with the driver's seat in the normal position:

- Be placed behind and above the driver's head.
- Extend from one side of the vehicle to the other.
- Be of a height not less than 50mm above the driver's helmet and no more than 150 mm above the driver's head.

Fixing points:

- For a 2 seat car a minimum of six (6) point fixing will be required.
- For a 4 seat car a minimum of eight (8) point fixing will be required.

Bracing:

- A transverse diagonal brace must be attached to the main hoop from the bottom of one side to the top of the other side.
- Longitudinal braces must be attached to the upper portion of the hoop on each side of the vehicle and extend towards the rear of the vehicle as far as practicable.
- Acceptable bracing systems for 2 seat vehicles are displayed in **Figure G2**. Vehicles with more passenger seats in the rear of the vehicle are required another rollbar.

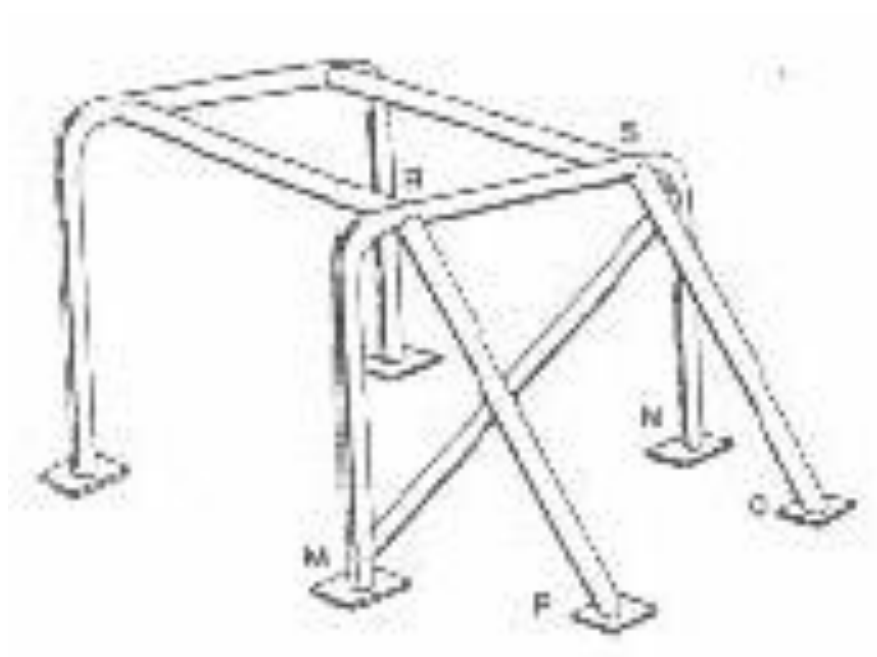


Figure G2: Acceptable Roll Cage construction

Crews are reminded that this is the minimum requirement for a Bash Car roll cage and additional bracing is encouraged. See **Figure G3** for example: A second transverse diagonal brace, across the front hoop, from front to rear hoop at hip or elbow level, or on a diagonal brace from one longitudinal brace to the other, in the manner shown below. Additional bracing must not comprise the occupants' movements.



Figure G3: Suggested additional roll cage structural supports to be accepted by the Scrutineering Officer

g.5.21 Seating

Vehicles must conform to one of the following seating configurations. All classifications must only have two (2) seating positions in the first row, consisting of a driver and singular navigator only.

All occupants must have sufficient head/rollcage protection and clearance as set out in g.5.20. The maximum seating capacity will be limited to five (5) occupants. No configuration other than those outlined below will be allowed to compete in any banana bash event.

g.5.21.1 Seating Arrangements

g.5.21.1.1 2-Seater

A 2 seater vehicle must be in a single lateral row side by side, with only 2 seats for drive and navigator.

g.5.21.1.2 3-Seater

The third seat must be in a second row of seats behind the driver and navigator.

g.5.21.1.3 4-Seater

The third and fourth seats must be in a second row of seats behind the driver/navigator.

g.5.21.1.4 5-Seater

The third, fourth and fifth seats must be in a second row of seats behind the driver and navigator. A five-seater vehicle must comply with all specifications relevant to head/rollcage protection and clearance specifications and can only run in this configuration with prior approval and inspection by either scrutineer or Motorsport Co-ordinator.

Appendices

All forms outlined in the current appendices are Drafts and will be subject to change until the commencement of any Banana Bash event.

Other documents covered in the appendices have been used as guidelines set by the Scouting Movement, National Rover Council, Scouts Association of Australia Queensland Branch or Queensland Government Legislation. These may be subject to change between events.