



Winch Challenge Competition Rules 2009

Version 8

These 2009 rules (Version 8) represent [4x4 Challenges NZ inc.] best endeavours to ensure precautions are in place to promote safety in any of our sanctioned events. If these rules are adopted by any other like organisation, we recommend they be adopted in their entirety.

www.4x4challenges.org.nz

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The words shown in *Italics* in this guide have the meaning set out in the Glossary of Terms.
All other words have their common use meaning.

Event Rules

1. GENERAL EVENT RULES

- 1.1 This event is designed to bring four wheel drive enthusiasts together from around New Zealand and overseas. The stages are designed to test *Driver, Co-driver* and their vehicle, to their limits in extreme conditions. It is primarily a driving competition but will test competitors in all aspects of four wheel driving including safe winch recovery techniques.
- 1.2 Stages may be held on public roads or on courses prepared on private property. Stages are subject to New Zealand (NZ) law. Where there is any inconsistency between these rules and NZ law, NZ law shall prevail.
- 1.3 This event is run under the auspices of the New Zealand Four Wheel Drive Association Inc (NZFWDA) and its obligations to Drug Free Sport NZ, with respect to drug and alcohol use.
- 1.4 All rules shall apply at all times during the event.
- 1.5 The organisers will always endeavour to run all stages and allow all competitors to compete on those stages. They will only with-draw a stage for safety reasons.
- 1.6 *Group* selection and the number of *Crews per Group* will be at the Event Committee's discretion.
- 1.7 The supreme authority during the event will be the Event Director.

2. RULES REGARDING THE ENVIRONMENT

- 2.1 These rules have been framed with the intention and purpose of presenting this event as a world class event, conforming to recognised environmental practices and encouraging environmental sustainability. All campsites shall be left clean and safe:
 - a) All rubbish; including existing rubbish shall be removed.
 - b) No rubbish shall be buried.
 - c) No oils or fuel shall be emptied or disposed of, except into suitable containers, which shall remain the property of the competitors and be removed from the venues.
- 2.2 If toilets are not available, human waste shall be buried at least 100 metres away from campsites and water courses. Failure to comply with this requirement may result in disciplinary action being taken.
- 2.3 Vehicles shall only be driven on the formed or marked tracks.
- 2.4 Standing trees or plants shall not be cut down, removed or otherwise intentionally damaged.
- 2.5 Travel between competition stages must be done with care and respect for the land and NZ law.

3. CRISIS MEDIA MANAGEMENT

- 3.1 During this event there will be a media contingent, including those representing various 4x4 publications. They will write their articles on their own impressions of this event. Most have experience with other events from around the world so it is important that *Officials* and Competitors ensure this event is up to, or exceeds their expectations in all areas, including safety and protection of the environment.

- 3.2 The media has a right to report news as they see it, so it is important that anything *Officials* and *Competitors* do reflects positively on four wheel driving and ensures that the *participants* are viewed as responsible.
- 3.3 A media crisis is defined as potentially adverse media, or public interest, generated by an incident at an event, which could threaten the reputation of the event or organisation in the future.
- 3.4 An incident is defined as an unusual or unplanned event (of significance) which:
- Occurs as a direct result of event activities; or,
 - Affects the safety of any person engaged in event activities; or,
 - Exposes any deficiency in safety or environment protection, procedures.
- 3.5 It is the Event Committee's aim to ensure a safe and incident free event, however, with any type of sport; there is the possibility of unplanned incidents occurring. Therefore, if there is an incident that has the potential to become a media crisis, however caused, that results, or may result in, personal injury, vehicle damage or environmental concerns, *Drivers and Co-Drivers* are advised to refer all media questions to the Event Director. After he has been briefed on all aspects of the crisis, the Event Director will issue a statement on the incident and focus attention on the positive steps being taken to resolve the incident.
- 3.6 The Event Director may refer any matter, including media crisis to the Event Committee who may, if the media crisis adversely affects the event or breaches any of their rules, impose a penalty or disqualification.

Vehicle Rules

This event is open to vehicles that represent OEM (*original equipment manufacturer*) production based 4WD vehicles. They must be certified road legal, registered and warranted and have third party insurance cover.

These Rules will in no way exempt any vehicle from complying with any NZ Transport Agency (NZTA) or LVVTA requirements.

4. CHASSIS MODIFICATION

- 4.1 The chassis must be from an OEM production based 4WD vehicle. The chassis may only be shortened forward of the front tyres and rearward of the rear tyres. Other than this approved modification the dimensional width of the chassis must remain the same and the length of the side rails must also remain the same as the OEM specifications.
- 4.2 The chassis side rails may not be cut between the front and rear axle positions for modification purposes (other than for repair).
- 4.3 The chassis may be strengthened and must maintain the minimum number of OEM cross-members.
- 4.4 The wheel base may be altered by moving the axles either fwd or rearward from their OEM position provided they stay within the original chassis frame work.
- 4.5 Additional spring and shock absorber mountings are unrestricted.
- 4.6 Spring and shock absorbers' mountings may be strengthened.

5. BODY SPECIFICATION AND MODIFICATION

- 5.1 The body of the vehicle shall be from a MC class (refer to LTNZ) 4WD vehicle of the same OEM as the chassis.
- 5.2 The entire body shell must be OEM forward of and including the 'B' pillar. Doors, guards, grill, light surrounds and bonnet of the vehicle type shall remain readily recognisable as OEM forward of the 'B' pillar.
- 5.3 The firewall and floor pan may be altered to allow for engine and transmission fitment but must remain readily recognisable as OEM.
- 5.4 The inner guards may be altered to allow for suspension and engine fitment but must remain readily recognisable as OEM.
- 5.5 Aftermarket panels including bonnets with the addition of scopes, doors, guards, windscreen surrounds, and grills are permitted provided they remain readily recognisable as OEM. All aftermarket panels encompassing the passenger compartment must be equivalent strength as OEM.
- 5.6 The bonnet must have a secondary catch.
- 5.7 Body lift spacer must be no more than a maximum of 75mm.
- 5.8 The flaring and trimming of guards is acceptable provided they remain readily recognisable.
- 5.9 Flares are unrestricted.
- 5.10 All vehicles must run a minimum of a half door.
- 5.11 Body profile modifications and alterations are permitted behind the 'B' pillar as listed.
 - a) "Bob tailing" is permitted, provided the vehicle type remains readily recognisable.
 - b) Well-side Ute modifications are permitted provided the vehicle type remains readily recognisable.
 - c) Tray-back modifications are permitted, provided there is a recognisable structurally rigid decking surface the minimum width of the cab and extending back to align, at least, with the rear of the rear tyres.

6. ENGINE MODIFICATION

- 6.1 Replacement engines from any automotive engine manufacture are permitted, but any conversion must be certified.
- 6.2 The engine may be modified to include:
 - a) Super chargers.
 - b) Turbo chargers.
 - c) Intercoolers.
 - d) Alternative engine management systems and fuel systems.
- 6.3 All engine cooling radiators apart from oil coolers must remain within the confines of the front grill and the engine bay.
- 6.4 Snorkels and aftermarket air filters are unrestricted.
- 6.5 Oil coolers, filters and their attachments are unrestricted.

7. FUEL SYSTEMS SPECIFICATION

- 7.1 The fuel delivery system is unrestricted.
- 7.2 The original fuel tank may be replaced with alternative fuel tanks.
- 7.3 Alternative fuels such as LPG or CNG may be fitted, provided they have a current alternate fuel system certificate of fitness.
- 7.4 Supplementary fuel containers or auxiliary fuel tanks may be carried or fitted, provided they comply with applicable legislation and regulations.
- 7.5 Supplementary fuel containers shall be adequately secured behind the cargo barrier or on the rear of the vehicle.
- 7.6 Supplementary fuel containers shall not be carried on the roof of the vehicle.

8. EXHAUST SYSTEM

- 8.1 The exhaust system is unrestricted but must comply with WOF regulations.

9. ELECTRICAL SYSTEM

- 9.1 All batteries must be secured adequately.
- 9.2 Batteries mounted in the cabin must be enclosed and vented to the outside unless the battery is a sealed unit.
- 9.3 A mechanical battery isolation switch for the battery(s) that provide power to the engine, ignition and fuel pump is required. The switch must be within easy reach of both the *Driver* and *Co-driver* when they are seated in the vehicle with their full safety harness on. It must be clearly marked and its 'on' and 'off' positions easily recognised. This switch may isolate the negative terminal.

10. AUXILARY LIGHTING

- 10.1 Vehicles may be fitted with any number of driving lights, in addition to the standard headlights.
- 10.2 Auxiliary driving lights may be mounted at the front of the vehicle and/or on a roof mounted light bar.

11. GEARBOX AND TRANSFER CASE SPECIFICATION

- 11.1 Gearbox and transfer case options and ratios are unrestricted.

12. AXLES & DIFFERENTIALS

- 12.1 Differential housings may be strengthened and protected.
- 12.2 Differential housing options are unrestricted except that reduction hubs and drop axles will not be permitted.
- 12.3 Internal axle components and ratios are unrestricted.
- 12.4 Mechanical diff-locks may be fitted.

13. STEERING MODIFICATION

- 13.1 Steering linkages and components may be modified.
- 13.2 Rear-wheel or four-wheel steering is not permitted.

14. SUSPENSION MODIFICATION

- 14.1 Spring lift is unrestricted.
- 14.2 Spring and control arm configuration (e.g. from 2 to 4 link) is unrestricted.
- 14.3 Control arm length and connection may also be modified.
- 14.4 Suspension bushes are unrestricted.
- 14.5 Shock absorber types are unrestricted.

15. BRAKING SYSTEM

- 15.1 Braking systems can be modified, such as replacing drum brakes with disc brakes, adding boosters, larger callipers, ventilated discs and aftermarket pads or linings.
- 15.2 Individual wheel braking systems will not be allowed.
- 15.3 A secondary or emergency braking system shall be fitted and operational.

16. WHEELS AND TYRES

- 16.1 Wheel rim options are unrestricted but must not be changed during the course of the event unless irreparable damage is experienced in the opinion of the Competition Manager or person or persons given authority to act on his behalf.
- 16.2 Tyres are restricted to a maximum size of 36.5 inches diameter and 13.5 inches width when measured horizontally at 30psi tyre pressure on the vehicle. Tyres must be type approved for New Zealand roads. Competitors shall complete all stages of the event using the original tyres as fitted to the vehicle at scrutineering. Replacement tyres can only be used during the event if the originals are irreparably damaged in the opinion of the competition manager, or person or persons given authority to act on his behalf.
- 16.3 Tyre tread patterns may not be intentionally altered in any way and hand cut tyres of any kind are not permitted.
- 16.4 Tractor tyres of any kind are not permitted.
- 16.5 Tyre or wheel chains of any kind are not permitted.
- 16.6 Metal tyre studs are not permitted.
- 16.7 Wheel spacers are permitted provided they are certified to LVVTA standard.
- 16.8 Bead locks are permitted. Mechanical beadlocks must be certified to LVVTA standard.
- 16.9 The spare tyre must be of the same size as fitted to the vehicle and securely fastened behind the cargo barrier.

17. CABIN

- 17.1 The interior of the vehicle shall be a safe operating environment for the *Crew* and all heavy objects shall be secured adequately.
- 17.2 Seating type may be OEM or approved after market automotive seat.
- 17.3 A minimum of a three point seatbelt harness shall be fitted for both the *Driver and Co-driver* for all competition stages in addition to the vehicles normal seat belts. The belting shall not be frayed or damaged. Harnesses must be adequately secured and the shoulder straps attached at a safe angle not to exceed 45 degrees from the horizontal plane of the shoulders.
- 17.4 Video cameras shall be fastened securely on the dashboard or in the cabin space in such a way that they do not interfere with airbags, nor protrude dangerously into the cabin space.
- 17.5 GPS, trip meters, radios and other accessories may be fitted in the cabin provided they do not interfere with the operation of the vehicle and are unobtrusive.

18. PROTECTION

- 18.1 All vehicles must be fitted with a minimum of a six point roll cage for rollover protection. The roll cage must be manufactured to NZFWDA, CCDA, ORANZ or Motorsport NZ specifications. Documented proof of cage specification or accredited certification will be required.
- 18.2 In soft-top, plastic, or open top vehicles, roof protection shall be installed to protect the *Crew* from intrusions. It shall consist of 2mm minimum thickness aluminium, or 1mm minimum thickness steel sheet, or high impact plastic of equivalent impact strength, and shall extend the full width of the vehicle from the windscreen frame to the roll over protection bar, terminating behind the heads of the *Crew*.
- 18.3 A cargo safety barrier manufactured from steel or aluminium shall be installed from floor to roof directly behind the *Driver and Co-Driver's* seats. It must be attached securely to the vehicle body structure in four or more places. Maximum mesh size 75mm. Nylon or seatbelt material will not be accepted.

19. BAR WORK

- 19.1 Bull bar and protection side and rear bars are permissible, provided they are securely attached to the chassis or monocoque frame.
- 19.2 The mounting of a winch to a bull bar is permissible provided the bull bar is sufficiently engineered to transfer the rated load back to the chassis or, in the case of a vehicle with a monocoque frame, equally to both sides of the vehicle frame.
- 19.3 Lights, aerials and cable horns may be attached to the bar work, but cable horns must be removable.
- 19.4 The cable horn must not be forward facing and be of such a design such as to prevent any risk of impalement (see drawing in rules interpretation).
- 19.5 Optional roof racks/bars must be securely fastened but loads are not to exceed 70kgs and no fuel or gas shall be carried thereon.

20. WINCHES

- 20.1 All vehicles shall be fitted with any make of forward acting recovery winch. Power for winches shall only be taken from the vehicle engine, driveline or vehicle electrical system (except for hand winches).
- 20.2 Auxiliary engines shall not be permitted.

- 20.3 Winches must have an operational automatic braking system which cannot be manually overridden to prevent un-spooling when winching is halted.
- 20.4 Winches shall be mounted in a secure manner, with grade 8.8 high tensile steel bolts or equivalent, to the chassis, bull bar or bar work, or an engineered sub-frame in a monocoque vehicle.
- 20.5 Multiple winches are permitted.
- 20.6 Hand winches are permitted.
- 20.7 Winches mounted in the cabin must protect the *Crew* from the cable by 1.5mm minimum thickness steel or 2mm minimum thickness aluminium sheet or an equivalent impact strength material.
- 20.8 Winch cable specifications:
- Winch cable must be HMPE (High Modulus Polyethylene) or UHMWPE (Ultra High Molecular Weight Polyethylene) synthetic rope. Example brands include Dyneema, Plasma, Spectra, Super Max etc.
 - It must be a minimum size of 8 mm or have a minimum load rating of 4,500kgs.
 - It must have a maximum elongation rate of 6% at breaking point.
 - It must have suitably spliced loops (U clamps or similar are not acceptable).
 - Metal cable will not be allowed.

Note: Contestants must be able to supply specification documentation for the rope used if required by officials.

21. RECOVERY POINTS AND RECOVERY GEAR

- 21.1 A 10,000lb / 4500kg minimum rated recovery point, is required on both the front and rear of the vehicle and shall be securely mounted to the chassis by a minimum of two 12mm, or four 10mm, grade 8.8 (or equivalent) high tensile steel bolts. Monocoque frame vehicles shall have each recovery point mounted such that the load is applied evenly to the vehicle frame. Note: Lifting eyes of any kind are not approved.
- 21.2 The mounting of a recovery point to the bull bar or bar work is permissible provided the recovery point is securely mounted to the bar work by a minimum of two 12mm, or four 10mm, grade 8.8 (or equivalent) high tensile steel bolts.
- 21.3 All recovery gear must have a minimum rating of 3.25 t.

22. COMPULSORY, SAFETY AND RADIO EQUIPMENT

- 22.1 The following equipment shall be carried in/on each vehicle competing:
- One 2 kg minimum or two 1kg multi-purpose dry chemical fire extinguishers to cover A B C & E type fires. The contents needle must be showing in the green band. They must have a current service sticker or tag from any recognised fire safety organisation, or proof of purchase within the last twelve months. They must be mounted securely with at least one within easy reach of either *Driver* or *Co-Driver* at all times while seated in the vehicle
 - A comprehensive off-highway first aid kit.
 - A portable "Ground Anchor" suitable for the vehicle size.
 - A suitable size vehicle jack, jacking plates and wheel brace.

- e) Recovery kit to include the following items in good condition:
- 1 flat stretch strop or nylon rope rated to minimum 8,000kg and minimum length of 5m,
 - tree trunk protector(s) with a minimum 75mm web width.
 - 1 snatch block of suitable size,
 - 2 pairs of winching gloves,
 - 2 x 3.25 t (min) rated bow shackles,
 - 2 *Cable Dampeners*, Physical size 900mm x 500mm, Weight 1 kilogram minimum dry weight.

22.2. The Safety helmets must comply with relevant New Zealand Standards (NZS5430), Australian Standard 11698 or equivalent. Safety helmets must be correctly worn by competitors whilst in the vehicle when competing on off-highway stages.

- a) Safety helmets and straps must be free from damage and fit the wearer correctly.
- b) Safety helmets must not have extra holes drilled in the helmet thus destroying its approved safety standard to attach microphone booms.

22.3 Each *Crew* shall have a functioning PRS 5W (minimum) radio for communication during transport stages and for emergency use.

22.4 Radios may be used to communicate between *Driver and Co-driver* but must be separate from the competition management PRS and not use the allocated channel for that stage.

22.5 Outside assistance by radio is not permitted while a *Crew* is competing on a stage.

22.6 Additional tool kits, tyre repair kit and spare parts are the responsibility of individual *Crews*. Spare parts may be shared with, or assistance given to other *Crews* without penalty, except while a *Crew* is competing in a stage.

23. ADVERTISING

23.1 *Crews* are allowed to fix any kind of advertising to their vehicles, provided that:

- a) It is not likely to be offensive as judged by the Event Director.
- b) It does not encroach into areas reserved for event sponsors, competition numbers and event labels. Reserved areas are as follows:
- Both sides of bonnet 500x200mm
 - Both front doors 400x400mm in a prominent position sited high on the door
- c) As a courtesy to sponsors, all competition vehicles are to have their advertising clean when on public roads.

24. SCRUTINEERING

24.1 Vehicles are required to be available for scrutineering prior to the start of the event at a time and location as determined by the Event Director. Both, *Driver* and *Co-driver* shall be present during scrutineering unless pre approved by event director or chief scrutineer.

- 24.2 Crews are required to report to scrutineering with the following items and documents:
- a) Driver's licenses for both *Driver* and *Co-driver*.
 - b) Proof of membership of the NZFWDA.
 - c) Current New Zealand Vehicle Registration.
 - d) Current Warrant of Fitness (WOF) with current 4x4 Challenges Log Book. (WOF must be no older than 28 days if a current 4x4 Challenges Log Book is not supplied).
 - e) Confirmation of current Third Party insurance cover for NZ.
 - f) Certification plates will be checked for compliance of major items.
 - g) Current 4x4 Challenges log book which includes a record of roll cage compliance. (Documented specification or otherwise accredited roll cage certification will be required if a current 4x4 Challenges Log Book is not supplied).
- 24.3 The vehicle shall be roadworthy and presented in a ready-to-start condition including adequate fuel, all camping gear (if required) including a garbage bag, all compulsory equipment and recovery gear, spares and tools etc.
- 24.4 A second and final scrutineering inspection at a later time may be applied for, should the vehicle fail to meet event requirements at the initial scrutineering.
- 24.5 Any vehicle that fails to pass the scrutineering process will be excluded from starting the event.
- 24.6 If any competing vehicle is damaged so as to be unsafe, the *Crew* must repair that damage to the scrutineer's satisfaction.
- 24.7 The Scrutineer, or their delegate, has the right to check any vehicle at any time during the competition and to require that vehicle to be repaired to the scrutineer's satisfaction, or be excluded from the event.

Competition Rules

The competition stages are designed to test *Driver*, *Co-driver* and their vehicle, to their limits in extreme conditions. It is primarily a driving competition but will test competitors in all aspects of four wheel driving including safe winch recovery techniques.

It is the spirit of the event that only one attempt to clear an obstacle will be made by driving. At the point the vehicle becomes stuck the *Crew* must commence winching to continue forward progress.

25. GENERAL RULES.

- 25.1 Both the *Driver* and *Co-Driver* shall hold a current NZ, Australian or International Drivers Licence.
- 25.2 *Drivers and Co-Drivers* shall wear correctly certified crash helmets that comply with relevant New Zealand Standards (NZS5430), Australian standard 11698 or equivalent, whilst in the vehicle when competing on all off-highway stages.
- 25.3 *Drivers and Co-Drivers* shall wear a minimum of a three-point seat belt harness, whilst in the vehicle when competing on all off-highway stages.
- 25.4 *Officials* have the right to refuse any *participant* to compete in a stage, if the vehicle has mechanical problems such as an inoperative winch or loss of 4WD capabilities etc.
- 25.5 *Crew* starting order will be set by the event organiser.

- 25.6 The *Driver* shall align the most forward part of the vehicle with the starting pegs at the start of any stage, as guided by the starting *Official*. No vehicle may reverse out of the back of the start box once under starter's orders.
- 25.7 The timing of a stage will cease when the front two wheels of the vehicle have passed the two entry pegs of the finish box and come to a complete stop within the box with both *Driver* and *Co-driver*, seated with their seat belts fastened. *Crews* shall not move from the finish box until asked by the time-keeper.
- 25.8 No passengers other than the *Driver* and *Co-driver* combination are allowed in the vehicle during competition stages.
- 25.9 Each *Crew* shall start in its respective ballot order, unless the Stage Manager grants prior permission.
- 25.10 A DNF time will be set for each stage prior to the first vehicle on that stage and shall remain that time for the duration of the event.
- 25.11 All stages will be scored with points being allocated in order of merit, from the fastest to the slowest time taken to complete the stage, minus any penalties incurred. One or more stages may be graded with points being allocated for distance achieved.
- 25.12 The Competition Manager may choose an alternative method of scoring for any stage.
- 25.13 A stage course can be marked by pegs, arrows, pegged gates, bunting or stated as a formed track.
- 25.14 Should a DNF be called and a recovery is required, the Stage Manager will be in charge of any recovery operations (in consultation with the *driver*) by either controlling the recovery personally, or by nominating a competitor or *Official* as recovery leader. In the interest of safety, all competitors shall abide by the recovery leader's instructions. Only one recovery leader will be nominated for any situation.
- 25.15 The issue of a Traffic Offence Notice by NZ Police to a participating vehicle during the course of the event may result in the disqualification of that vehicle.
- 25.16 *Officials* may remove an obstacle or item from the track if it is deemed to be a safety hazard or likely to disadvantage trailing competitors.

26. COMPETITION RULES AND PENALTIES

RULES OF MISCONDUCT		PENALTY FOR INFRINGEMENT
26.1	No alcohol shall be consumed prior to, or during any stage, until the day's event is completed. During stages all competitors and <i>officials</i> must maintain a zero balance. Random breath tests may be done.	Event Disqualification
26.2	No <i>Driver</i> or <i>Co-Driver</i> shall seek favour from, influence, manipulate, obstruct or interfere with the duties of any member of the Competition Committee or trackside <i>Officials</i> .	Event Disqualification
26.3	No <i>Driver</i> or <i>Co-Driver</i> shall interfere, or tamper with, any other <i>Crew's</i> vehicle whatsoever. Any <i>participant</i> found doing so shall be immediately disqualified.	Event Disqualification
26.4	Radios shall not be used to transmit track information to other <i>Participants</i>	Stage Disqualification
26.5	No <i>driver</i> or <i>co-driver</i> shall receive information on track conditions from any person.	Stage Disqualification

26.6	The <i>Driver</i> and <i>Co-driver</i> combination shall remain the same for the entire event. Alternating between <i>Driver</i> and <i>Co-driver</i> for any particular stage is allowable, unless specified otherwise by the Event Director for a particular stage. Substitution on medical or other grounds is at the discretion of the Event Director.	Event Disqualification
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COMPETITION RULES		PENALTY FOR INFRINGEMENT
26.7	<p>Risk of harm:</p> <p>No action by any <i>Driver</i> or <i>Co-Driver</i> shall expose any person to harm or risk of harm.</p>	10 points
26.8	<p>Safety Issue:</p> <p><i>Officials</i> have the right to intervene and redirect any <i>Crew</i> during a stage, if there is a risk of a dangerous incident to any person or vehicle. If <i>Officials</i> direct, the <i>Crew</i> must co-operate with the <i>Official</i>.</p> <p>Failure to do so will result in stage disqualification.</p> <p>The <i>Official</i> will alert the <i>Team</i> by any means possible.</p>	Stage Disqualification
26.9	<p>Outside assistance:</p> <p>If a <i>Crew</i> receives any outside assistance during the running of a stage they will be penalised.</p>	Stage Disqualification
26.10	<p>Improper behaviour:</p> <p>No <i>Driver</i> or <i>Co-Driver</i> shall engage in abuse of, or improper behaviour toward, any <i>Official</i>. No <i>Driver</i> or <i>Co-Driver</i> shall fail to comply with any reasonable direction of any <i>Official</i>.</p>	Stage Disqualification
26.11	<p>Loose recovery gear:</p> <p>1 "D" shackle – 1 tree trunk protector and 2 winch dampeners may be carried on the front passenger floor. All other equipment carried inside the cab forward of the cargo barrier must be firmly secured to prevent movement.</p>	Stage Disqualification
26.12	<p>Seat belts:</p> <p>Seat belt safety harnesses of both <i>Driver</i> and <i>Co-Driver</i> must be correctly worn and fastened anytime the vehicle is in motion.</p>	10 points
26.13	<p>Helmets:</p> <p>Helmets must be correctly worn while in the vehicle on all off-highway competition stages.</p>	10 points
26.14	<p>Seating:</p> <p>The <i>Co-Driver</i> shall be seated in the vehicle at the start and finish of each competitive stage. Timing shall not cease until both <i>Driver</i> and <i>Co-Driver</i> are seated in the vehicle with their seat belt safety harnesses fastened.</p>	10 points
26.15	<p>Jumping the start:</p> <p>No vehicle shall leave the start box until "GO" is called.</p>	10 points

26.16	<p>Unsafe practice:</p> <p>Neither the <i>Driver</i> nor <i>Co-Driver</i> shall ride on the outside of, nor attempt the pushing or pulling of the vehicle while on a stage.</p>	10 points
26.17	<p>Course Boundary:</p> <p>No track or <i>Course Boundary</i> peg shall be struck by a vehicle, <i>Participant</i> or equipment such that it falls and remains on the ground and no track or <i>Course Boundary</i> marker tape shall be broken or deliberately removed.</p>	10 points
26.18	<p>Remaining on the course:</p> <p>If at any time all four wheels of a competing vehicle are outside the <i>Course Boundary</i>, you will be penalised.</p>	Stage Disqualification
26.19	<p>Controlled Hazard:</p> <p>This is an area where you are not permitted to re align or make a second attempt. Should you do so you will be penalised without warning.</p> <p>This will be clearly indicated by entry markers on both sides of the track indicating the start of the hazard and two similar markers of a different colour or shape to indicate the exit of the hazard. When both front wheels pass the imaginary line between the entry markers and loss of forward momentum or <i>excessive wheel spin</i> is experienced, you must commence winching.</p> <p>Repositioning is still allowed to ensure safe winching practice.</p> <p>Winching may cease when the competitor thinks he has full traction.</p>	10 points
26.20	<p>Excessive Wheel Spin:</p> <p>If in the view of the marshal you are losing traction and the track is at risk of being cut up unfairly for trailing competitors, he will warn you with one blast of an air horn of <i>excessive wheel spin</i> and you must “commence winching”.</p> <p>If you continue with excessive wheel spin you will be penalised.</p> <p>Excessive wheel spin while winching will also be penalised.</p> <p>Note: If the marshal does not have an operational air horn he must convey this message clearly to the <i>driver</i> verbally, by whistle, hand signals, the waving of a red flag or by any means available to him.</p>	10 points
26.21	<p>Deemed Stuck:</p> <p>If in the view of the marshal you have lost traction and forward momentum, he will warn you with one blast of an air horn that you are “<i>deemed stuck</i>,” and you must commence winching.</p> <p>If you continue to drive you will be penalised.</p> <p>Note: If the marshal does not have an operational air horn the must convey this message clearly to the <i>driver</i> verbally, by whistle, hand signals, the waving of a red flag or by any means available to him.</p>	10 points
26.22	<p>Hand protection:</p> <p>Sturdy gloves shall be worn at all times when handling a winch cable.</p> <p>Fingerless gloves are not acceptable.</p>	10 points

26.23	<p>Tree trunk protector:</p> <p>A tree trunk protector shall be used in all winching situations around the anchor point, whether supplied with a specially provided anchor post, an anchor tree, dead or alive unless a chain or other winching point has been provided by the track <i>Officials</i> for use by the competitors.</p>	Stage Disqualification
26.24	<p>Cable Under Tension:</p> <p>A participant shall not handle, or step over or under a winch <i>cable under tension</i>. The winching cable or winch extension strap is deemed <i>under tension</i> any time it is connected to the winching anchor point. The anchor point must be the last connection made. (refer rule interpretations)</p> <p>A ground anchor must not be connected to the winch cable until it is ready to be set.</p> <p>Holding the tree protector up from either side or to the rear of a tree or winching point in the set-up phase until the tension is taken up will not be deemed handling a <i>cable under tension</i>. Once you release the tree protector it is now deemed live and the set-up phase is over. You are now required to stand clear for winching.</p> <p>Should you now touch the cable or tree protector, it would be deemed handling a <i>cable under tension</i>. If the tree protector should fall below the position you set and you wish to reset it; you must first disconnect the cable and start a whole new resetting phase.</p> <p>Handling the <i>cable dampener</i> will not be deemed handling the <i>cable under tension</i> provided the winch and the vehicle are stationary.</p>	10 points
26.25	<p>Cable dampener:</p> <p>A <i>Cable under tension</i> shall have an approved <i>Cable dampener</i> hung over the winch cable. It cannot be used in a rolled up state. There must be an individual <i>Cable dampener</i> within 4 metres of any hook, pulley blocks, cable joiner, or shackle used in any recovery operation.</p>	10 points
26.26	<p>Stand clear call:</p> <p>No action by the <i>Driver</i> or <i>Co-driver</i> shall expose any person to harm or risk of harm during any recovery operation. The <i>Driver</i> or <i>Co-Driver</i> shall be responsible for verbally warning any bystanders effectively including marshals, when a winch recovery is about to commence or recommence. It is not sufficient to just call "Stand Clear Winching". If you neglect to ensure that the area is clear and safe before you start winching you will be penalised.</p>	10 points
26.27	<p>Maintain safe distance from cable under tension:</p> <p>A <i>Driver</i> or <i>Co-Driver</i> shall not stand directly between an anchor point and a vehicle being winched and shall remain a minimum distance of 3m from the cable, except to check the winch drum or reposition the dampener and then only if the vehicle and winch are stationary.</p>	10 points

26.28	<p>Insecure winch cable:</p> <p>At all times, other than when actually being used for winching, winch cables and hooks shall be fully rewound onto the drum, bull bar, bumper or winch horns and be securely hooked before the vehicle moves. If the vehicle moves off with insecure winch cables or hooks or they subsequently come loose during a stage you will be penalised.</p>	10 points
26.29	<p>Stowing winch cable:</p> <p>Handling the winch cable while the <i>winch is in operation</i> is not permitted at anytime while <i>stowing the winch cable</i>.</p>	10 points
26.30	<p>Insecure equipment:</p> <p>All equipment including recovery equipment and ground anchor shall be secured inside, or to the vehicle, anytime the vehicle is on the stage including the finish box except for, 1 “D” shackle – 1 tree trunk protector and 2 cable dampeners which may be carried loosely on the front passenger floor.</p>	10 points

26.31 Disputes arising from penalties must be recorded on the score sheet on completion of the stage. The dispute must be followed up by the competitor with the competitions manager on the same day. The option of a formal protest remains as per section 30.

27. FAILURE TO START (DNS)

- 27.1 A *Crew* that fails to present the vehicle at the starting line in a ready-to-start condition in the allocated order at the required time without the prior permission of the Competition Manager shall be awarded a DNS and no score or penalty points shall be allocated.
- 27.2 In the event that a mechanical defect causes the above such failure the *Crew* may, at the discretion of the Stage Manager, be allowed the time remaining for all *Crews* still in that *Group* to complete that stage plus 15 minutes to repair their vehicle and present it at the start line.
- 27.3 No *Crew* may start a stage unless the vehicle winch is fully operable.

28. FAILURE TO FINISH (DNF)

- 28.1 The following shall result in a *Crew* being awarded a DNF of 20 points and require that the *Crew* immediately remove its vehicle from the course to allow other vehicles to start:
- When the *Crew* fails to complete the stage in the allotted time.
 - When a *Crew*, makes an *honest attempt* to complete the stage and chooses not to continue or fails to continue, due to a mechanical fault or otherwise.
- 28.2 Should a DNF be called and a recovery is required, the Stage Manager will be in charge of any recovery operations (in consultation with the *driver*) by either controlling the recovery personally, or by nominating a competitor or *Official* as recovery leader. In the interest of safety, all competitors shall abide by the recovery leader's instructions. Only one recovery leader will be nominated for any situation.

29. SCORING

- 29.1 Crews that DNS (Do not start) a stage, or receive a stage disqualification, will receive zero points on that stage.
- 29.2 Crews that DNF (Do not finish) a stage after making an *honest attempt*, will receive 20 points on that stage.
- 29.3 Crews who complete a stage within the minimum and maximum DNF times will be allocated points in order of merit from fastest to slowest as follows:

1 st	100	9 th	72	17 th	52	25 th	41	33 rd	33
2 nd	95	10 th	69	18 th	50	26 th	40	34 th	32
3 rd	90	11 th	66	19 th	48	27 th	39	35 th	31
4 th	87	12 th	63	20 th	46	28 th	38	36 th	30
5 th	84	13 th	60	21 st	45	29 th	37	37 th	29
6 th	81	14 th	58	22 nd	44	30 th	36	38 th	28
7 th	78	15 th	56	23 rd	43	31 st	35	39 th	27
8 th	75	16 th	54	24 th	42	32 nd	34	40 th	26

- 29.4 Additional points may be accrued on stages for distance achieved. These points are in addition to the standard points accrued on a stage. For example, first place getter is awarded 100 points for finishing first plus the grading points for that stage, second place gets 95 points plus the grading points for that stage etc.
- 29.5 Penalties incurred on a stage will be deducted from the points awarded to determine the *Crew's* placing on that stage. The fastest time will not necessarily win the stage.
- 29.6 A *Crew* will not incur penalties in a stage above any score it gains in that stage.
- 29.7 The *Crew* with the highest score on completion of all nominated stages will win the event. The second and third highest scores will determine second and third placing.

30. PROTEST

- 30.1 Any protest shall be handed in writing to the Competition Manager by 9am of the following day or a minimum of 4hrs before the start of the prize giving. A \$200 fee shall be lodged with the protest and shall be forfeited if the protest is dismissed.
- 30.2 The Protest Committee shall consist of 3 or 5 people named prior to the start of the event. They will be required to judge on any formal protest and shall have a majority agreement for the protest to be upheld.
- 30.3 A *Crew* may continue to compete until a ruling on any protest against event disqualification is made.

Rights of organisers

31. RIGHTS OF ORGANISERS

- 31.1 The organisers reserve the right to:
- a) Refuse any entry, without giving any reason whatsoever.
 - b) Abandon, cancel, postpone or shorten the event, or any stage, without due notice in the event of any unforeseen circumstances. No claims whatsoever of any kind shall be entertained due to the abandoning, cancellation, postponement or shortening of the event.
 - c) Exclude any person or vehicle that fails, at any time throughout the event, to meet the scrutineering or administrative guidelines as set out in this event guide, or penalise as the Event Committee sees fit.
 - d) Cancel any stage or other section of the event at any time, for safety reasons including when some *Crews* have already completed the stage,
 - e) Disqualify any *Crew* that fails to abide by any rules set out in this event guide and any supplementary amendments or any instructions from the event *Officials*.
- 31.2 Any person or *Crew* disqualified or excluded may be required to leave the vicinity of the event and the properties at which the event is being held.

Indemnity

32. INDEMNITY

By entering and participating in the event the *Crews* agree that:

- 32.1 The organisers, *Officials* and event sponsors are not held liable in any accident or incident caused to the *Participants* or their vehicles during the course of the event.
- 32.2 The organisers and event sponsors will not be held liable for any breach of any laws or regulations. The *Participants* will be entirely responsible for all accidents or breaches of laws and any liability that may arise and shall indemnify the organisers, *officials* and sponsors of the event by signing the indemnity form.
- 32.3 The *Participants* will have no claim whatsoever against the organisers or sponsors of the event. It is the responsibility of each to have in force, a valid insurance coverage against third party liability.
- 32.4 All *Participants* shall agree to and sign an indemnity form before the start of the event. Failure to do so will render the *Participant* ineligible to start, with no refund of the entry fee.

Glossary of terms

Co-Driver is the person nominated as such on the entry form and shall normally sit in the passenger seat and assist the *Driver* during recovery operations. The *Co-Driver* may also drive the vehicle unless the Event Director disallows this.

Course Boundary is that line marked by pegs, arrows, pegged gates, bunting, continuous or non-continuous, and where not so marked, is the formation boundary of the formed track nominated or described by the Stage Manager.

Crew consists of a *Driver* and a *Co-Driver* in one vehicle.

Deemed Stuck is the loss of traction and or forward momentum as viewed by the marshal.

Driver is the person nominated as such on the entry form and shall normally drive the vehicle during competitive stages.

Excessive Wheel Spin is when a vehicle is losing traction and the track is at risk of being cut up unfairly for trailing competitors, as viewed by the marshal.

Group is comprised of a number of vehicles for transport stages etc.

Honest attempt is when a vehicle drives out of the start box with the intent to complete the stage. This should be clearly obvious by the way the competitor prepares to start and the manner at which they depart the start box and drive the stage.

Loss of Forward momentum is considered to have ceased when the vehicle has made no visible forward progress for three seconds.

Official is a person appointed or nominated by the Event Director to perform any function pertaining to the control and management of the event.

Participant is a *Driver* or *Co-Driver*.

Realigning is choosing an alternative driving line within the bounds of the course, provided you have full traction.

Re-positioning is defined as the rearward positioning of a vehicle to clear an obstacle on, or in which the vehicle is *deemed stuck*. Once *re-positioning* has occurred, the vehicle must be winched from the most rearward position achieved.

Stowing the winch cable is securing the winch cable to the vehicle via cable horns, the recovery hook, a spring, or any other cable stowing system for rule 26.28 (Insecure winch cable).

Team comprises two or more *Crews*, the members of which are determined by the Competition Manager.

Winch operation is defined as the winch drum being powered 'In' or 'Out'.

Rule interpretations

Excessive Wheel Spin:

This will be controlled by the marshal with the following guidelines. If, in his view, you are losing traction and the track is at risk of being cut up unfairly for trailing competitors, he will warn you of *excessive wheel spin* with one blast of an air horn. This means “**Commence winching**”. If you continue with *excessive wheel spin* you will be penalised.

Excessive wheel spin while winching:

The use of high power settings that cut up the track unfairly for trailing competitors while winching will not be tolerated. One blast of an air horn means you are exercising *excessive wheel spin* while winching. If you continue with *excessive wheel spin* you will be penalized.

Deemed Stuck:

Is defined as the loss of traction and/or forward momentum as viewed by the marshal. If the marshal thinks you are unable to clear an obstacle, he will warn you with one blast of an air horn. You must then commence winching or you will be penalised.

Realigning:

You will be allowed to *realign* as many times as you like anywhere within the bounds of the course “**provided you have full traction**”. This is designed to allow you to pick and drive safe lines around the course, which is good and sensible four-wheel drive practice. There should be no need for any *driver* to attempt any part of the course in an unsafe manner. If in the process of realigning the marshal gives you one blast of an air horn, you are “*Deemed Stuck*” and you must commence winching. If you fail to commence winching, you will be penalised.

Re-positioning:

This only applies when the vehicle is ***deemed stuck***. It is designed to allow you to get a better winching angle or position if you so choose. This can be used to prevent the overloading of your winch or to give you a safer winching situation. Once *re-positioning* has occurred, the vehicle must be winched from the most rearward position achieved.

Note: *Excessive wheel spin* during *re-positioning* will be penalised!

Course Definition:

If colour coded course marker pegs are used, then the colours should be yellow on the drivers left and red on the right.

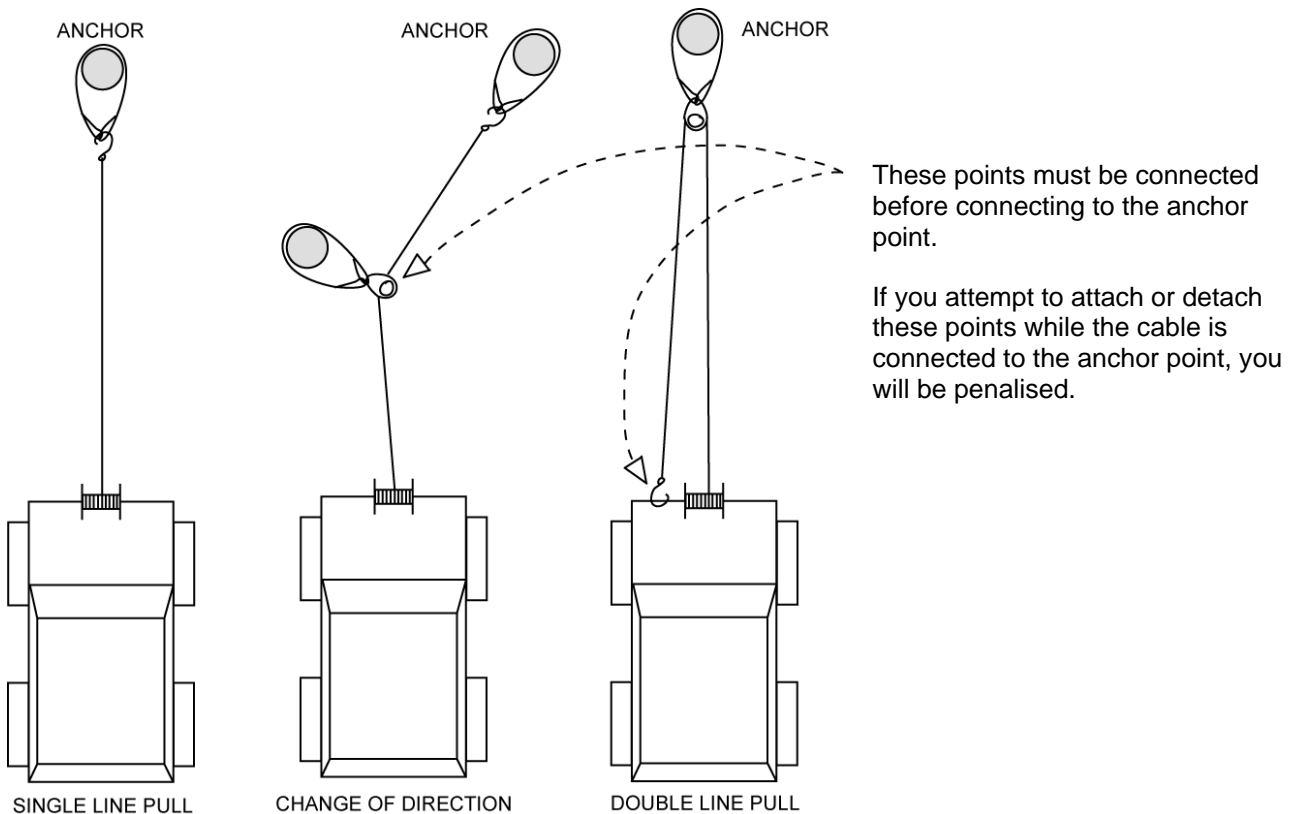
Hand Protection:

Rule 26.23: Sturdy gloves shall be worn at all times when handling a winch cable.

The *driver* or *co driver* will be penalised for handling the cable with only one glove or fingerless gloves. Any time you intend handling the cable you must wear both gloves. This is designed to make it easy for the marshals to rule. It is very hard to see if the *driver* or *co-driver* handles the cable only with the hand protected with a single glove.

Cable under Tension:

The winching cable or winch extension strap is deemed *under tension* any time it is connected to the winching anchor point.



A *participant* shall not handle or step over or under a winch *cable under tension*. When moving the *cable dampener* the winch and vehicle must be stationary.

The application of this clause is as follows. At no time after you have made the physical attachment of the vehicle with the winching anchor point either directly or via a pulley block or blocks, must you ever touch the winch cable, step over or under it, lean over or under it, handle it in any way. The cable is deemed live and *under tension*. Spooling out too much cable, attaching it to the winching anchor point either directly or via a pulley block or blocks, and then feeding the excess cable back onto the drum, is deemed handling a *cable under tension* and you will be penalised.

Holding the tree protector up from either side or to the rear of a tree or winching point in the set-up phase until the tension is taken up will not be deemed handling a *cable under tension*. Once you release the tree protector it is now deemed live and the set-up phase is over. You are now required to stand clear for winching. Should you now touch the cable or tree protector, it would be deemed handling a *cable under tension*. If the tree protector should fall below the position you set and you wish to reset it; you must first disconnect the cable and start a whole new resetting phase.

Ropes of any kind attached to the dampener must not be used by the winch man to reposition the cable dampener.

Handling the *cable dampener* will not be deemed handling the *cable under tension* provided the winch and the vehicle are stationary.

Ground Anchors:

Competitors may handle a ground anchor until the anchor is "set" (anchor movement has ceased) at which point they must stand clear. Should the anchor "un-set" it may be handled again to re-set. At all other times the competitor must remain clear as per Rule 26.25.

Stand Clear Call:

Rule 26.27: The driver or co-driver shall be responsible for verbally warning bystanders effectively, when a recovery is about to commence or recommence.

We require the *driver* and *co-driver* to share in the responsibility of ensuring that any bystanders, including marshals, are out of all harms way before any winching operation is commenced. This is not solely the marshal's responsibility. Together we must ensure that the highest safety standard possible is achieved.

If you neglect to ensure that the area is clear before you start winching you will be penalised. It is not sufficient to just call "Stand Clear Winching".

Stowing the winch cable:

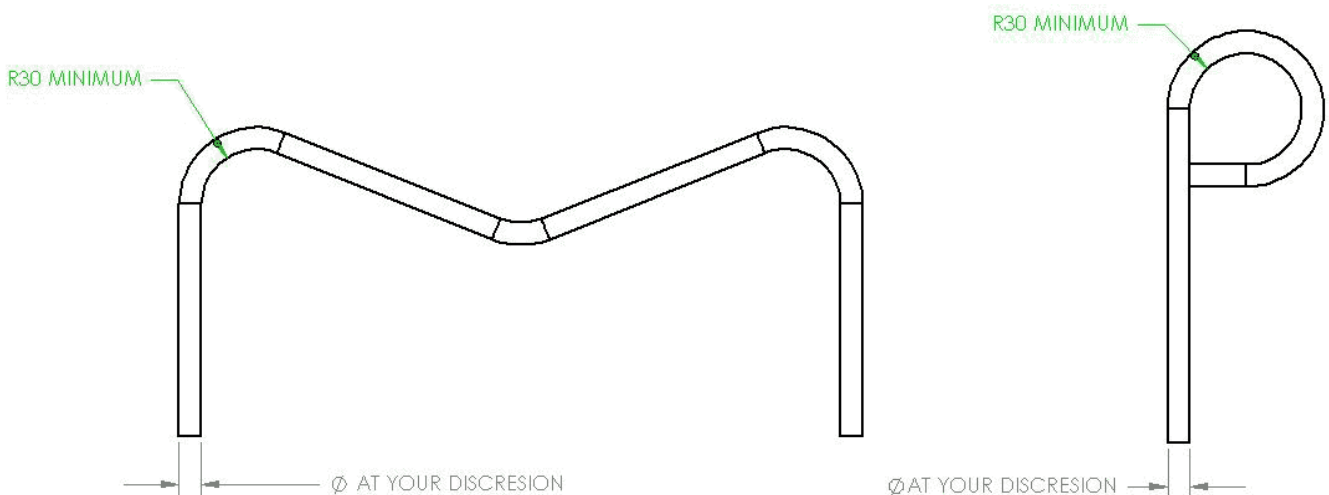
You are defined as '*stowing the winch cable*' as soon as the hook is connected to the vehicle via cable horns, the recovery hook, a spring or any other cable stowing system. If you then handle the winch cable while the winch is in operation, you will be penalised.

This rule continues to apply when taking up the tension on the winch cable to secure it on your cable stowing system. If you handle the winch cable while the *winch is in operation* to take up the tension on a cable stowing system, you will be penalised. It is recommended that you make it very clear to any nearby marshals that your hands are well clear while taking up the tension, and that *winch operation* has ceased before you make any adjustments to the winch cable to ensure that taking up the tension will sufficiently secure your winch cable on your cable stowing system.

This rule does NOT apply when releasing the winch cable from the cable stowing system to begin winching, although it is highly recommended that extreme care is taken at all times while handling the winch cable and that your hands are always at a safe distance back from the fairlead.

Handling the winch cable to reset the winch cable on the drum, or wrapping the winch cable around the recovery hook or any other part of the vehicle to aid in releasing a bound up winch cable from the drum, are not penalty offenses provided the winch cable hook is not connected to the vehicle.

Winch horns: Example of winch horns with non-protruding peaks.



Supplementary rule changes

35. SUPPLEMENTARY RULE CHANGES

This section is for rule changes that will be brought in during the competition year as needed.

There are no supplementary rule changes.

36. PENDING RULE CHANGES

These future rule changes may be brought in as supplementary rule changes during the competition year or as part of next years competition rules.

There are no pending rule changes.

The rules committee are always looking at ways of improving the safety and enjoyment of this 4WD event. As with any new changes we value your comments. Please email your written submissions on these and any other changes to rules@4x4challenges.org.nz.

Any clarification or information required with regard to the rules and regulations laid down in these winch challenge rules prior to an event can be sort from 4x4 Challenges NZ Inc (email rules@4x4challenges.org.nz).

Any clarification or disputes with regard to these rules and regulations once the event stars will be the sole responsibility of the Event Director.
