



Willowglen 4x4 Challenge

Competition Rules - 2013

Please read rules carefully

This Event will be run under the Cross Country Drivers Association (CCDA) rules and regulations available at <http://www.cdda4wd.com.au/images/CCDAFWDMannualOfMotorSportVersion10.0.pdf> and the Willowglen 4x4 Challenge Competition rules available at www.tlcc.com.au . Any queries regarding vehicle class or legibility should be submitted to challenge@tlcc.com.au

Please note: Team entries close on 16 August 2013

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1 TLCC Willowglen 4x4 Challenge 2012

- 1.1. The TLCC Willowglen 4x4 Challenge (referred to in this document as ‘the Event’) is a 4WD inter-club team competition designed to test driver skill and vehicle capability. The vehicles participating will be based on the CCDA Challenge class. The Event shall comprise eight Stages. Competitors shall be awarded points by passing score markers along the route of each stage while maintaining momentum. Scoring shall not be based on speed. Competitors will be deducted points for unsafe activity (see sections 5 & 7).
- 1.2. The Stages will be planned to test a wide range of driver skill, vehicle and team performance. They will be designed to be progressively more difficult through each stage so that the score reflects competitor and vehicle capabilities.
- 1.3. Competitors shall enter the Event in teams under the control of a ***non-competing team manager*** who is to assist the team and the event organisers in the conduct of the Event.

In addition to the team manager, the team shall consist of four vehicle competitors and a non-compulsory reserve. Each competitive entry shall consist of a driver and a navigator. The reserve entry will have its own driver not involved in the original team. The reserve shall be permitted to replace an entry for the duration of a breakdown or in the event that a competitive entry is unable to continue. The request to include the reserve in the competition must come ***via the team manager*** to the Chief of the Course.
- 1.4. Practice shall not be permitted on the site of the Event.

2 Challenge Organisation

- 2.1. The Event shall be under the overall control of the Chief of the Course. The Chief of the Course will wear a green colored vest.
- 2.2. Each Stage shall be under the control of a Stage Manager. A team of Marshals shall assist the Stage Managers. The Stage Managers will be announced at the driver’s briefing.
- 2.3. Class Verification will be under the control of the Chief Verifier and will commence at Midday of the Friday prior the event. All NSW & ACT based teams are expected to have at least three quarters of their competitors classed on the Friday. Vehicle

classing will stop at 2100 hours on Friday and recommence at 0600 hours on the Saturday. Stages one to four will commence at 0800 hours on Saturday and Stages five to seven at 0800 hours on Sunday.

- 2.4. A driver's briefing session at 0700 hours on Saturday and on Sunday to explain the day's stages, answer questions and introduce the Stage Managers. All team personnel, along with competing vehicles will attend the briefing sessions. Driver's briefing notes will be provided to all teams at verification. These notes will provide information on the stages and the scoring procedures.
- 2.5. The running order of vehicles for the competition will be provided. Vehicles must stay in running order and must be ready to proceed to the Stage when called by the Stage Manager. If the driver or navigator are absent when called to start the next stage they will forfeit points or be disqualified from the stage. See point 2.14 for penalty
- 2.6. The Start and Finish of each stage will be well marked. Pegs, tape, posts or natural obstacles shall mark the side boundaries of each stage.
- 2.7. Willowglen is a non-wincing event. Wincing is not permitted throughout the competition.
- 2.8. At the start of each stage, vehicles will be brought to the start line as directed by the Stage Manager. Vehicles shall not proceed until directed to do so by the Stage Manager.
- 2.9. Failure to move from the start position after given the direction to proceed is taken as a 'no score' in that stage.
- 2.10. Vehicles will be deemed to have started and finished a Stage when the leading wheel hub passes the start and finish markers respectively.
- 2.11. Competitors shall be deemed as 'out' if forward motion ceases for more than three seconds or the vehicle breaks or bends a boundary marker. The tape defines the course. If a vehicle breaks the tape, that is defined as out. The points scored shall be as indicated by the previous score marker passed by the leading wheel hub.
- 2.12. Some Stages may permit multi-point turns and others may require stopping. These are the exception to the requirement for continuous forward motion and will be set out in the driver's briefing notes and marked on the course.

- 2.13. The decision to start, continue or finish a Stage resides with the driver of the competing vehicle. Exceptions are when a vehicle has been disqualified or deemed 'out' under 2.11.
- 2.14. After completing a Stage, competitors are to move to the next Stage without delay.
Between Stages at least one member of the team must remain with the vehicle.
- 2.15. **Please note** - Competitors arriving at a Stage more than 2 minutes after the previous competitor has completed the Stage, must have an acceptable reason for the delay and must have informed the Stage Manager prior to the 2-minute delay. A 10 penalty points per minute will otherwise be deducted.
- 2.16. The Navigator of each competing vehicle shall be issued with a blank score sheet & will be responsible for ensuring that that it is filled out and initialed by a Stage Manager or Marshal before the vehicle leaves the stage site.
- 2.17. The competitor and/or team gaining the most points in total for all stages will be deemed the outright winners.
- 2.18. Competitors will complete each stage without any outside assistance. (Radio communication will only be permitted between the vehicle Navigator and Driver). Penalties or disqualification will apply.
- 2.19. The Chief of the Course has the right to vary the stages and/or the sequence of the Stages after the issue of the briefing notes should, in his opinion, changed conditions warrant such alterations.
- 2.20. Should a Stage (or part of a Stage) become unfair to early or late competitors, the Chief of the Course may drop the Stage (or part of the Stage) from the Challenge, even though earlier competitors may have successfully completed the course.
- 2.21. When a vehicle needs to be recovered, the Recovery team leader will take control of the recovery in consultation with the driver. The Stage Manager retains the overall responsibility for that Stage. The Driver and Navigator must co-operate with the recovery team for a safe recovery of the vehicle.
- 2.22. Awards shall be presented after the last competitor has completed the last Stage on Sunday afternoon.

3. Team Requirements

- 3.1. All Drivers and Navigators shall hold provisional or full drivers licenses that satisfy Australian, State or Territory laws. Licenses must be available as part of Class Verification prior to the commencement of competition.
- 3.2. Drivers and Navigators must be financial members of a 4WD club incorporated under appropriate sections of the Companies Act, NSW Associations Incorporation Act or a similar Act if registered in another state. The Club must have current Public Liability Insurance and a copy of this must accompany /the competitor's formal entry forms.
- 3.3. Drivers, Navigators, Reserve Drivers and Reserve Navigators, and Team Managers must be financial members of the Cross Country Drivers Association.
- 3.4. Team members cannot interchange between vehicles or roles or Clubs (see 1.3).
- 3.5. No other persons other than the driver and the navigator are permitted to travel in a competing vehicle.
- 3.6. "Bouncing" will be permitted providing no parts of the team's person extend beyond the vehicles seating compartment.

4. Requirements of all vehicles

- 4.1. Current registration in an Australian State or Territory as either a commercial or a passenger vehicle is mandatory. Specialised vehicle registrations; such as an agricultural implement or an off road rescue vehicle will not be accepted.
- 4.2. All vehicles shall have current mandatory insurance for registration purposes (such as a Green Slip) and possess at least Third Party Property Damage level insurance. Documentary evidence demonstrating compliance with this must be available for inspection during Class Verification prior the commencement of the competition. This evidence shall include the current registration document, current mandatory insurance and current vehicle insurance showing at least Third Party Property Damage. **These documents must highlight proof of payment – you can obtain this from your insurance company.**
- 4.3. Seat belts and other restraint systems must be fully operational.

- 4.4. **Windows nets must be fitted** to driver and navigator's door. Windows must be lowered when competing.
- 4.5. **If a competing vehicle has upright posts for quick winch cable wrapping and unwrapping purposes they:**
- a) must be lowered to below the top of the Bull Bar (must not point forward); or
 - b) be removed; or
 - c) have 2 posts each side joined with a min 100mm diameter bend like the top of a swimming pool fence.
- 4.6. A soft-top or open top vehicle must include a rollover protection system.
- 4.7. Soft top or open top vehicles must have a roof covering the driver and navigator. Roofs can be manufactured of:
- a) Fiberglass or CFRP; or
 - b) 3mm alloy; or
 - c) 2mm mild steel or stainless.
- 4.8. Vehicles must carry at least 1.8kg of dry powder fire extinguisher(s) secured in an accessible location suitable for extinguishing a vehicular fire.
- 4.9. A First Aid kit shall be carried at all times.
- 4.10. Agricultural type tyres, chained, spiked or similar tyres will not be permitted.
- 4.11. The only allowable method for providing vehicle propulsion is through drive tyres.
- 4.12. Competing vehicles do need to carry a spare tyre securely mounted in the vehicle at
- 4.13. Two Recovery points are required to be mounted at the front and two at the rear of the vehicle chassis with at least two of 12mm or four of 10mm grade 5 or M8.8 bolts. Recovery points must be **painted red**. Eyebolts are not considered as satisfactory recovery points. We require a point in line with or outside of the chassis rails. We require the points to be constructed from 10mm x 75mm plate or larger. Each point should be capable of accepting a 4.7 T rated shackle. These should be designed and fitted in such a manner that the shackle can accept a vertical recovery lift. Eg: The shackle should be able to move in a 90 degree arc from horizontal to vertical.
- 4.14. Two snatch straps are required to be fitted. The first to one of two compliant rated front recovery points and the second to one of two compliant rated rear recovery points. Straps should be secured in a manner that will allow the strap to be quickly

moved from one side to the other for speedy recovery. All recovery devices must be rated to a minimum of 3.2 tonne.

- 4.15. For safety reasons, only the minimum required goods should be conveyed within the vehicle during the competition. Other than soft straps, no loose items shall be inside the vehicle cabin.
- 4.16. No moving components of a vehicle can extend beyond the vehicle's bodywork.
- 4.17. No vehicle components are to have sharp edges or other protrusion liable to cause injury.
- 4.18. In all cases, tyres must be contained within the bodywork or properly constructed flares. Metal flares must have rolled or protected edges. Cardboard, gaffer tape or flimsy plastic flares will not be permitted. Vehicles with these will be rejected at Class Verification. **PLEASE NOTE: Brush Bars will not be considered part of the flares.**
- 4.19. There can be no changes to the vehicle after Class Verification without the approval from the Chief of the Course.
- 4.20. The Chief of the Course reserves the right to make determinations for situations that are not within the spirit of the Challenge, as presented in section 1.

5. Safety

- 5.1. Competitors are reminded of the dangers of competing with exposed limbs. It is recommended that the torso be covered to the neck. It is compulsory that vehicles with no doors or low doors have a four point harness fitted.
- 5.2. Smoking shall be prohibited within competing vehicles during the course of all Stages.
- 5.3. Drivers and Navigators shall be properly seated and seat belts must be worn and properly fastened whenever the vehicles are in motion. The only exception is in the Water Stage.
- 5.4. Drivers and Navigators ~~in all vehicles~~ must wear crash helmets of manufacture approved by the Standards Association of Australia for motor vehicle use.
- 5.5. Under no circumstances is alcohol to be consumed by Drivers or Navigators until all Stages have been completed for the day. Due to the residual effect of alcohol or other drugs, the team manager shall be responsible for compliance with this rule

before competition in each stage. This definition includes prescription medication that in some way impedes the capacity of the team member to compete. Breach of this rule will impose penalty as defined in Section 7. **Challenge management reserves the right to perform breath testing on all competitors.**

- 5.6. At any time, a Stage Manager may cease operation of their stage if circumstances establish an unsafe or potentially unsafe situation.

6. Disputes

- 6.1. Disputes between a competitor and the Class Verification team shall be arbitrated by the Chief Verifier.
- 6.2. Disputes between a competitor and a Marshal shall be arbitrated by the Stage Manager. Disputes between a competitor and a Stage Manager shall be arbitrated by the Chief of Course and his decision will be final.

7. Penalties

- 7.1. The Chief of the Course may allocate penalties or entire team disqualifications.
- 7.2. The following acts may result in the entire offending team being disqualified from the event:-
- Deceit with any vehicle classing, insurance or vehicle registration matter.
 - Interfering with another team's competitive activities.
 - Behavior seriously unbecoming of a competitive team.
 - Being under the influence of Alcohol during competition.
- 7.3. The Chief of the Course may allocate penalties involving loss of competitive points for any act involving:
- Ignoring instructions from any officials during competition may result in the competitive entry losing 100 points.
 - Drivers or Navigators not properly seated or not wearing safety gear may result in the competitive entry losing 100 points.
 - Not keeping running order without the approval from the Chief of the Course may result in the competitive entry losing 50 points.
- Abuse of Officials during competition may result in the competitive entry losing 100 points.

8. Vehicle Classes

All vehicles must comply with all requirements under Section 4.

Challenge Class

- Maximum tyre diameter 37.5” or metric equivalent.
- Wheel/tyre options must fit within the mudguard or flares.
- Beadlocks are permitted.
- Drop axles and reduction hubs shall not be fitted.
- Any engine and gearbox combination will be accepted.
- All transfer case options and diff ratios will be accepted.
- Front Digs are not permitted
- Powered and manually operated active suspension that adjusts each wheel individually shall not be permitted.
- 4 wheel steer not permitted.
- Leaf spring over is permitted.
- 3” (75mm) body lift permitted.
- Body must be readily recognised (no buggy or rock crawlers). Refer to section 4.5.114 of CCDA FWD Manual of Motor Sport Version 8.0