



WINCH CHALLENGE RULE BOOK

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CLASSES

CLUB CLASS

This 'Class' is open to vehicles that represent production based 4WD vehicles and is an entry level class. Valid Insurance cover against third party liability is required (NZFWDA Membership).

- I SPECIFICATION - Vehicles must resemble volume produced commercial vehicles. Vehicles must be up to a good mechanical standard and be maintained up to this standard.
- II ENGINE - Open. Radiator may be relocated within the frame.
- III BODY - Must retain all factory pillars, roof and windscreen. Must be structurally sound. Refer to Rule 5 Protection for Soft Tops.
- IV CHASSIS - Open. Framing for roll cage, body mounting, suspension etc, may be permanently attached. Uni-body or monocoque construction is permitted providing the original rigidity and strength is not compromised in any way.
- V SUSPENSION - Open.
- VI TRANSMISSION - Open.
- VII AXLE – Open. Diff locks allowed.
- VIII TYRES - Maximum 840mm dia x 343mm width or 33.07" dia x 13.5" width.
- IX FUEL TANK - Must be well secured and vented with a sealed cap.
- X STEEL CABLE - Not permitted.
- XI HARNESS – Factory fitted 3-point seat belt or 4-point harness with 2" minimum webbing.

MODIFIED CLASS

This 'Class' is open to vehicles that represent production based 4WD vehicles and is a progression from Club Class. There is a 'Grandfather' clause applicable to Modified Class. Contact Norwest OHV Club Committee if your truck qualifies for this clause.

- I SPECIFICATION - Vehicles must resemble volume produced commercial vehicles. Vehicles must be up to a good mechanical standard and be maintained up to this standard.
- II ENGINE - Open. Radiator may be relocated within the frame.
- III BODY - Must have a bonnet and factory doors or equivalent side intrusion protection from the waist down. 'A' pillars and 'B' pillars required (if applicable i.e. factory soft tops) and resemble factory look at the front. Refer to Rule 5 Protection for Soft Tops.
- IV CHASSIS - Between wheel centres to remain the same basic rails and dimensions. Framing for roll cage, body mounting, suspension etc, may be permanently attached. Uni-body or monocoque construction is permitted providing the original rigidity and strength is not compromised in any way. Wheels cannot protrude forward of the vehicles structure at 90deg to the ground.
- V SUSPENSION / SHOCKS - Open mounting & type. If truck has WOF / REGO it can have as many as the Cert Plate says the truck has. If not, then only one triple bypass or coil over per corner.
- VI TRANSMISSION - Open.
- VII AXLE - Open. Diff locks allowed.
- VIII TYRES - Maximum 930mm dia x 343mm width or 36.6" dia x 13.5" width.
- IX FUEL TANK - Must be well secured and vented with a sealed cap.
- X STEEL CABLE - Not permitted.
- XI ROLL CAGE - 6 point minimum (see Roll Cage Rules).
- XII HARNESS - 4point harness with 2" minimum webbing.
- XIII ENGINE KILL SWITCH - All vehicles must have an engine kill switch that is separate to the ignition key, which kills the engine and fuel pumps. Switch location must be accessible by driver and co-driver when belted.
- XIV BRAKES - Factory style i.e. 4 Disc allowed (safety). Steering brakes allowed on one axle only.
- XV STEERING - Open but must have a mechanical linkage.

OUTLAW CLASS

This 'Class' is open to scratch built or extensively modified vehicles. Valid Insurance cover against third party liability is required (NZFWDA Membership).

- I SPECIFICATION – 'Outlaw'.
- II ENGINE - Open.
- III BODY – Open. Refer to Rule 5 Protection for Soft Tops.
- IV CHASSIS - Framing for roll cage, body mounting, suspension, etc, may be permanently attached. Uni-body or monocoque construction is permitted providing the original rigidity and strength is not compromised in any way
- V SUSPENSION - Open.
- VI TRANSMISSION - Open.
- VII AXLE - Open. Diff locks allowed.
- VIII TYRES - Maximum 930mm dia x 343mm width or 36.6" dia x 13.5" width.
- IX FUEL TANK - Must be well secured and vented with a sealed cap.
- X STEEL CABLE - Not permitted.
- XI ROLL CAGE - 6 point minimum (see Roll Cage Rules).
- XII HARNESS - 4point harness with 2" minimum webbing.
- XIII ENGINE KILL SWITCH - All vehicles must have an engine kill switch that is separate to the ignition key, which kills the engine and fuel pumps. Switch location must be accessible by driver and co-driver when belted.
- XIV STEERING – Hydraulic is accepted. Rear steering must be locked out.
- XV BRAKES - Four working wheel brakes, fiddle brakes allowed.
- XVI MINIMUM REQUIREMENTS - Minimum of 2 seats. No dangerous fittings. 1 rear tail light and reflector. Fire wall and fitted floor.

EVENT RULES

1. GENERAL EVENT RULES

- 1.1 This event is designed to bring four-wheel drive enthusiasts together from around New Zealand. The stages are designed to test Driver, Co-driver and their vehicles, to their limits in challenging 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 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 All rules shall always apply during the event.
- 1.4 The organizers will always endeavour to run all stages and allow all competitors to compete on those stages.
- 1.5 The supreme authority during the event will be the Event Directors.

2. RULES REGARDING THE ENVIRONMENT

- 2.1 All rubbish shall be removed.
- 2.2 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 venue.
- 2.3 Travel between competition stages must be done with care and respect for the land and NZ law.

VEHICLE RULES

3. WHEELS AND TYRES

- 3.1 Tyres are restricted to class specifications, diameter to be 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 Event Directors, or person or persons given authority to act on his behalf.
- 3.2 Tyre tread pattern may not be intentionally altered in any way and hand cut tyres of any kind are not permitted. Except Outlaw class which can sharpen up the leading tread edges.
- 3.3 Tractor tyres of any kind are not permitted.
- 3.4 Tyre or wheel chains of any kind are not permitted.
- 3.5 Metal tyre studs are not permitted.
- 3.6 Bead-lock wheels must be up to a good engineering standard.
- 3.7 No Track, Duals or Portal Axles to be fitted in any Class.

4. CABIN

- 4.1 The interior of the vehicle shall be a safe operating environment for the crew and all heavy objects shall be secured adequately.
- 4.2 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.

5. PROTECTION

- 5.1 In soft-top, plastic, or open top vehicles a roll over bar must be fitted, 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. Sunroofs must also be replaced with the fore mentioned materials.

6. ROLL CAGE

6.1 Roll cages for Modified and Outlaw are to follow one of the following as a minimum requirement:

NZFWDA: NZ4WDA Competition-Regulations-2017.pdf

MANZ: MANZ 2015-16 Sch TL - Part L (Safety Cage).pdf

ORANZ: ORANZ-2017-Rulebook-1.2.pdf

CCDA: CCDA FWD Manual Of Motor Sport Version 10.pdf

FIA: <https://www.fia.com/regulations>

ULTRA 4: <https://ultra4racing.com/rulebook>

7. BAR WORK

7.1 The cable horn must not be forward facing and be of such a design such as to prevent any risk of impalement.

7.2 No dangerous or sharp protruding objects.

8. WINCHES

8.1 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, vehicle electrical system or man power.

8.2 Winches must have an operational automatic braking system which cannot be manually overridden to prevent un-spooling when winching is halted.

8.3 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.

8.4 Multiple winches are permitted.

8.5 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.

8.6 Winch cable specifications:

I. 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.

II. It must be a minimum size of 8mm or have a minimum lead rating of 4500kgs.

III. It must have a maximum elongation rate of 6% at breaking point.

IV. It must have suitably spliced loops (U clamps or similar are not acceptable).

9. RECOVERY POINTS AND RECOVERY GEAR

- 9.1 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.
- 9.2 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.
- 9.3 All recovery gear must have a minimum rating of 3.25 t.

10. COMPULSORY SAFETY AND RADIO EQUIPMENT

- 10.1 The following minimum equipment shall be carried in/on each vehicle competing:
- I. Two 1kg or one 2kg minimum 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 be mounted securely with at least one within easy reach of either Driver or Co-Driver while seated in the vehicle.
 - II. A comprehensive off-highway first aid kit.
 - III. A portable "Ground Anchor" suitable for the vehicle size.
 - IV. UHF radio must be at least 0.5watt. Channel 20 will be the safety channel.
 - V. Recovery kit to include the following items in good condition:
 - Tree trunk protector (s) with a minimum 75mm web width
 - 1 snatch block of suitable size
 - 2 pairs of winching gloves
 - 2 x 3.25t (min) rated bow shackles
 - 2 cable dampeners, physical size 860mm x 480mm minimum
- 10.2 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.
- 10.3 Safety helmets and straps must be free from damage and fit the wearer correctly.
- 10.4 Safety helmets must not have extra holes drilled in the helmet thus destroying its approved safety standard to attach microphone booms.
- 10.3 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 and must be secured into the vehicle.

11. HARNESS & ISOLATOR SWITCH

- 11.1 A single point catch and release buckle shall be fitted to safety belts.
- 11.2 A minimum 4-point competition harness shall be used (Applies to Modified & Outlaw).
- 11.3 No chafed or stretched webbing is permitted.
- 11.4 Belts shall not be fastened to seat frames or supports.
- 11.5 Belt mounting points are to be secured to:
 - I. Vehicle frame or chassis
 - II. Vehicle floor, if reinforced with MOT approved backing plates.
- 11.6 All vehicles, excluding 'Club' Class, must have an engine kill switch that is separate to the ignition key, which kills the engine and fuel pumps. Switch location must be accessible by driver and co-driver when belted.

12. ADVERTISING

- 12.1 Crews can fix any kind of advertising to their vehicles, provided that it is not likely to be offensive as judged by the Event Directors.
- 12.2 There is to be a space left for the competitor numbers on the Drivers and Co-Drivers doors behind the outside rear view mirrors, numbers must be larger than 200mm high.
- 12.3 The lettering must be a minimum of 30mm brush stroke and 200mm high.
- 12.4 The lettering must be of a contrasting colour or be on a white background of 300mm x 300mm.
- 12.5 Crews may be required to display the event sponsors logo, decals may be supplied and fitted at scrutineering. The decals must be displayed in a prominent position and remain on the vehicle throughout the competition.

13. SCRUTINEERING

- 13.1 Vehicles and Recovery Gear are required to be available for scrutineering prior to the start of the event at a time and location as determined by the Event Directors. The Driver shall be present during scrutineering unless pre-approved by the Event Directors or Chief Scrutineer.

- 13.2 Crew are required to report to scrutineering with the following items and documents:
 - I. Drivers licenses for Driver
 - II. Crash/Safety helmets shall be presented for verification of compliance as per New Zealand Standard (NZS5430), Australian standard 11698 or equivalent. Safety helmets and straps must be free from damage and fit the wearer correctly. Safety helmets must not have extra holes drilled in the helmet thus destroying its approved safety standard to attach microphone booms.

- 13.3 The vehicle shall be operational and presented in a ready-to-start condition including adequate fuel, all compulsory equipment and recovery gear, spares and tools etc.

- 13.4 Any vehicle that fails to pass the scrutineering process will be excluded from starting the event.

- 13.5 If any competing vehicle is damaged so as to be unsafe, the crew must repair that damage to the scrutineer's satisfaction.

- 13.6 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 comply to rules to the scrutineer's satisfaction, or be excluded from the event.

COMPETITION RULES

14. GENERAL RULES

- 14.1 The Driver shall hold a current NZ, Australian or International Driver's License.
- 14.2 Driver and Co-drivers must wear correctly fitted crash helmets when competing in all stages.
- 14.3 Officials have the right to refuse any participant to start in a stage, if the vehicle has mechanical problems such as an inoperative winch or loss of 4WD capabilities etc.
- 14.4 Crew starting order will be set by the Event Directors.
- 14.5 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.
- 14.6 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 instructed by the time-keeper.
- 14.7 No passengers other than the Driver and Co-driver combination are allowed in the vehicle during competition stages.
- 14.8 Each crew should start in its respective ballot order, unless the Stage Manager grants prior permission.
- 14.9 A DNF time will be set for each stage prior to the first vehicle on the stage and shall remain that time for the duration of the event, unless over ruled by the Event Directors.
- 14.10 The Competition Manager may choose an alternative method of scoring for any stage but must do so before the stage starts.
- 14.11 A stage course can be marked by pegs, arrows, pegged gates, bunting or stated as a formed track.
- 14.12 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.
- 14.13 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.

- 14.14 The Co-drivers minimum age is 14, with parental consent until the age of 18 years old.
- 14.15 Use common sense when dealing with any part of the rules and procedures in this rule book.

15. RULES OF MISCONDUCT

- 15.1 EVENT DISQUALIFICATION FOR ANY OF THE FOLLOWING:
- I. No Alcohol or Drugs shall be consumed prior to, or during any stage, until the day's event is completed. During stages all competitors and officials must maintain a zero balance. Random breath tests may be done.
 - II. No Driver or Co-driver shall seek favour from, influence, manipulate, obstruct or interfere with the duties of any member of the Competition Committee or Trackside Officials.
 - III. No Driver or Co-driver shall interfere, or tamper with any other Crew's vehicle whatsoever. Any participant found doing so shall be immediately disqualified.
 - IV. The Driver must be a financial member of NZFWDA. If the co-driver was to be driving at any time, he/she must also be a financial member of the NZFWDA. NZFWDA numbers to be produced on all entry forms. To be driving any vehicle a NZ Drivers licence is also required.
- 15.2 STAGE DISQUALIFICATION FOR ANY OF THE FOLLOWING:
- I. Risk of harm - No action or inaction by any Driver or Co-driver shall expose any person to harm or risk of harm.
 - II. Safety Issue - Officials have the right to intervene and redirect any Crew during a stage, if there is a risk of a dangerous incident to any person or vehicle. If Officials direct, the Crew must co-operate with the official. The official will alert the team by any means possible.
 - III. Outside Assistance - No Crew shall receive any outside assistance during the running of a stage.
 - IV. Improper Behaviour - No Driver or Co-driver shall engage in abuse of, or improper behaviour toward any Official. No Driver or Co-driver shall fail to comply with any reasonable direction of any Official.
 - V. Remaining on the course - At no time shall all four wheels of a competing vehicle to be outside the course boundary to gain an advantage as deemed by an official. If by accident you have gone out of the course, you may re-enter at the same point of exit to continue on the course.
 - VI. Tree trunk protector - 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 officials for use by the competitors.
- 15.3 10 POINT DEDUCTION FOR ANY OF THE FOLLOWING:
- I. Loose recovery gear - All metallic equipment carried inside and outside of the vehicle at the start of a stage to be secured in or on the vehicle at the finish in the same manner. A maximum of two pieces of non-metallic recovery equipment allowed in the Cabin.
 - II. Seat Belts - Seat belts or safety harnesses for both driver and co-driver must be correctly worn and fastened anytime the vehicle is in motion.
 - III. Helmets - Helmets must be correctly worn while in the vehicle on all off-highway competition stages.

- IV. Seating - The Co-driver shall be seated in the vehicle at the start and finish of each competitive stage. Timing shall not cease until both Driver and Co-driver are seated in the vehicle with their seat belts or safety harnesses fastened.
- V. Jumping the start - No vehicle shall leave the start box until "GO" is called.
- VI. Unsafe practice - Neither the driver nor Co-driver shall ride on the outside of a vehicle while on a stage. Neither the Driver or Co-driver shall attempt the pushing or pulling of that vehicle while on a stage.
- VII. Course Boundary - No track or course boundary peg shall be struck by a vehicle, participant or equipment, such that it falls onto the ground and no track or course boundary marker tape shall be broken or deliberately removed. 10 points for each peg thereafter per stage. If a tree is painted as a course boundary marker, so long as the front wheels are passed there will be no penalties for touching from there on.
- VIII. Controlled Hazard - 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 excessive wheel spin is experienced, you must commence winching. Repositioning is still allowed to ensure safe winching practice. Winching may cease when the competitor thinks he has full traction.
- IX. Excessive Wheel Spin - 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 air horn or whistle of excessive wheel spin and you must "commence winching". If you continue with excessive wheel spin you will be penalised each time. Excessive wheel spin while winching will also be penalised. Note: If the marshal does not have an operational air horn, he must convey this message clearly to the driver verbally, by whistle, hand signals, the waving of a red flag or by any means available to him.
- X. Hand protection - Sturdy gloves shall be worn at all times when handling a winch rope. Fingerless gloves are not acceptable.
- XI. Cable Under Tension - A participant shall not handle, or step over or under a winch cable under tension. The winching cable or winch extension strap is deemed under tension any time it is connected to the winching anchor point. The anchor point must be the last connection made. If used as a double purchase the pulley block is to be the last point. A ground anchor must not be connected to the winch cable until it is ready to be set. 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 the 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. Handling the cable dampener will not be deemed handling the cable under tension provided the winch and the vehicle are stationary. Storing of winch rope and damper on winch horns or bull bar will not be deemed handling the cable under tension, provided the winch drum and vehicle are stationary.
- XII. Cable Dampener - A cable under tension shall have an approved cable dampener hung over the winch cable. It cannot be used in a rolled-up state. There must be an individual cable dampener within 4 metres of any hook, pulley blocks, cable joiner, or shackle used in any recovery operation.

- XIII. Stand clear call - The Driver or Co-driver 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". The crew must ensure that the area is clear and safe before you start winching.
 - XIV. Maintain safe distance from cable under tension - A Driver or Co-driver shall not stand directly between and anchor point and a vehicle being and winched and shall attempt to remain a minimum distance of 3m from the cable, except to check the winch drum or reposition the dampened and then only if the situation is deemed safe.
 - XV. Insecure winch cable - At all times, other than when actually being used for winching, which cables and hooks shall be fully rewound onto the drum, bull bar, bumper or winch horns and be secure before the vehicle moves. This applies if the vehicle moves off with insecure winch cables and hooks or they subsequently come loose during a stage.
 - XVI. 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 reset (within 1 meter). At all other times the competitor must remain clear. If you need to "set" the ground anchor again, you must first disconnect the winching cable and start a whole new resetting phase.
- 15.4 Disputes arising from penalties must be recorded on the score sheet on completion of the stage. For resolution they must be followed up by the competitor with the Head Marshall and Marshall of the course on the same day. No support crew, sponsors or spectators to be involved unless instructed by the Event Director. Once Score sheet is signed no further disputes may be put forward for that incident on the same day by the competitor. Any issues arising from the officials must be put forward before prize giving.

16. FAILURE TO START (DNS)

- 16.1 A Crew that fails to present the vehicle at the starting line in a ready-to-start condition at the required time without the prior permission of the Event Directors, will be awarded a DNS.
- 16.2 In the event that a mechanical defect causes the above such failure the Crew may, at the discretion of the Stage Manager, be allowed up to the DNF time allocated at drivers brief to complete that stage.

17. FAILURE TO FINISH (DNF)

- 17.1 The following shall result in a Crew being awarded a DNF and require that the Crew immediately remove its vehicle from the stage to allow other vehicles to start:
 - I. When the Crew fails to complete the stage in the allotted time.
 - II. 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.
- 17.2 Should a DNF be called and a recovery is required, the Stage Manager will be in charge of any recovery preparation (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.

18. SCORING

- 18.1 Crews that DNS (Do not start) a stage, or receive a stage disqualification, will receive zero points on that stage. i.e. scored 0
- 18.2 Crews that DNF (Do not finish) a stage after making an honest attempt, will receive only 20 points on that Stage i.e. lose 80 out of 100
- 18.3 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:
- | <u>PLACE</u> | <u>POINTS</u> | <u>PLACE</u> | <u>POINTS</u> | <u>PLACE</u> | <u>POINTS</u> | <u>PLACE</u> | <u>POINTS</u> |
|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|
| 1ST | 100 | 11TH | 66 | 21ST | 45 | 31ST | 35 |
| 2ND | 95 | 12TH | 63 | 22ND | 44 | 32ND | 34 |
| 3RD | 90 | 13TH | 60 | 23RD | 43 | 33RD | 33 |
| 4TH | 87 | 14TH | 58 | 24TH | 42 | 34TH | 32 |
| 5TH | 84 | 15TH | 56 | 25TH | 41 | 35TH | 31 |
| 6TH | 81 | 16TH | 54 | 26TH | 40 | 36TH | 30 |
| 7TH | 78 | 17TH | 52 | 27TH | 39 | 37TH | 29 |
| 8TH | 75 | 18TH | 50 | 28TH | 38 | 38TH | 28 |
| 9TH | 72 | 19TH | 48 | 29TH | 37 | 39TH | 27 |
| 10TH | 69 | 20TH | 46 | 30TH | 36 | 40TH | 26 |
- 18.4 Penalties incurred on a stage may alter who won the most points on the stage. But not who completed the stage the fastest.
- 18.5 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.

19. PROTEST

- 19.1 Any protest shall be handed in writing to the Event Director 4 hrs before the start of the prize giving. A \$500 in cash fee shall be lodged with the protest and shall be forfeited if the protest is dismissed.
- 19.2 A crew may continue to compete until a ruling on any protest is made.

20. COURSE CONSTRUCTION

- 20.1 All stages to be driven as they are deemed to be in the event.
- 20.2 Stages should be set so the narrowest part of the stage is not less than 2,5 meters wide where possible.
- 20.3 Signage to be no less in size of A4 ledger.
- 20.4 Bunting is to be safety Tape or equivalent.

21. RIGHTS OF ORGANISERS

- 21.1 The organisers reserve the right to:
- I. Refuse any entry, without giving any reason whatsoever.
 - II. 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.
 - III. 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 see fit.
 - IV. Cancel any stage or other section of the event at any time, for safety or practical reasons including when some Crew have already completed the stage.
 - V. 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.
- 21.2 Any person or crew disqualified or excluded from the event may be required to immediately leave the vicinity of the event and the properties at which the event is being held.

22. INDEMNITY

- 22.1 By entering and participating in the event the Crews acknowledge and agree that:
- I. 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.
 - II. 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.
 - III. The Participants will have no claim whatsoever against the Organisers of Sponsors of the event. It is the responsibility of each to have in force, a valid insurance coverage against third party liability.
 - IV. All Participants shall agree to and sign an indemnity form before that start 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, if a financial member of the NZFWDA and hold a full NZ license.
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. Driver is to be the same throughout the Event to gain points. A Driver must also be a financial member of the NZFWDA and hold a full NZ license.
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	is considered to have ceased when the vehicle has made no visible forward momentum progress for three seconds.
Official	is a person appointed or nominated by the Event Directors 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, controlled hazard 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 repositioning of a vehicle to clear an obstacle on, or in which the vehicle is deemed stuck. Once repositioning has occurred, the vehicle must be winched from the most rearward position achieved.

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 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.

Stand Clear Call:

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 harm's 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".

Hand Protection:

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. These points must be connected before connecting to the anchor point. If you attempt to attach or detach these points while the cable is connected to the anchor point, you will be penalised. 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 now 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.

Course Definition:

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

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 reset within 1m. At all other times the competitor must attempt to remain clear. If you need to "set" the ground anchor again, you must first disconnect the winching cable and start a whole new resetting phase.