



REGULATIONS AND SPECIFICATONS FOR THE 2019 CAPE 4X4 CHALLENGE
CLUB CHAMPIONSHIP
(161930/144)

1. CONTROLLERS

The Controllers of the championship will be the Cape 4x4 Challenge Club (C4x4CC) Committee in conjunction with Motorsport South Africa (MSA).

2. AMENDMENTS

The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations. Any such amendments / additions to the regulations shall, however, only come into effect once it has been published in an official MSA circular / bulletin. Such changes to these Regulations **shall** be issued to competitors at least SEVEN (7) days prior to the next event being held. All additions / amendments will also be published on the official notice board at the next event.

3. REGULATIONS

All events shall be held under the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Rules and the Supplementary Regulations (SR's) issued by the Promoters / Organisers and any relevant circulars.

4. AIM OF THE CHAMPIONSHIP

To declare a C4x4CC Champion in each of the Classes below as well as to declare an overall C4x4CC Driver and Co- Driver Champion:

Class A	-	Super Modified
Class BS	-	Super Modified Production
Class BM	-	Modified Production
Class C	-	Standard Non-Modified
Class CM	-	Standard Modified
Class CL	-	Street Legal Locker Class
Class D	-	Two Wheel Drive Buggies
Class F	-	Fun Class



5. ELIGIBILITY OF COMPETITORS

- 5.1 The Championship is open to competitors holding a minimum of a current MSA Club competition licence valid for 4x4 Challenge.
- 5.2 Drivers must be a minimum of seventeen (17) years old and Co-drivers must be a minimum of twelve (12) years old.
- 5.3 No-one under the age of seventeen (17) is permitted to be in control of the vehicle at any time during the event.
- 5.4 The driver must be in possession of a driver's licence, or at least a learner's driver's licence.

6. ELIGIBILITY OF VEHICLES

- 6.1 The Championship is open to any lightweight 4x4 four-wheel drive vehicle for which a code B drivers licence would normally be required and is eligible to compete in the classes as defined above.
- 6.2 The Clerk of the Course (CoC) may at his / her discretion exclude any vehicle deemed unsuitable for this type of event, or deemed damaging to the obstacle course because of excessive weight, construction or any other reason. The decision to exclude such a vehicle will be made in consultation with the Chief Scrutineer. The entry fee of any competitor excluded in this manner will be refunded in full. Any objection against such a decision will become the subject of a Protest.

8. MINIMUM NUMBER OF STARTERS

A minimum number of three (3) eligible starters per class is required for that class to score towards the club championship.

9. EVENTS TO COUNT TOWARDS THE CHAMPIONSHIP SERIES

THE C4X4CC Championship series will consist of at least six (6) events as per the MSA Calendar, all of which will count towards the Championship.

10. DRIVERS AND CO-DRIVERS CHAMPIONSHIP POINT SCORING

The driver and co-driver of a specific vehicle will be awarded the same amount of points per event.

	6 Starters	5 Starters	4 Starters	3 Starters	2 Starters
1st	10 points	7 points	5 points	3 points	2 points
2nd	7	5	4	2	1
3rd	5	4	3	1	
4th	4	3	2		
5th	3	2			
6th	2				
7th	1				

11. VEHICLE SPECIFICATIONS

11.1 Class A: Super Modified

- a) This is an open class and covers all 4-wheel drive vehicles not complying with the eligibility of any of the other classes.
- b) Maximum tyre size 37"



11.2 Class BS: Super Modified Production

There is no limit to changes or modifications to the vehicle except for the following:

- a) The body shell must cover 70% of the chassis in length and width.
- b) Bodies may be changed or modified provided that a floor panel or lid as well as sides and back are not less than 150mm high, following the lines of the cab and stretching over the back wheels. When reversing into a vertical wall, the body or chassis must touch the wall before the wheels. Doors may be removed. Safety nets must be fitted in the absence of the doors.
- c) Body parts such as mudguards, bonnets, firewalls and floor panels may not be removed or substituted by transparent material.
- d) The chassis and differentials of the vehicles must be that of a standard 4-wheel drive light production vehicle. The chassis may be lengthened, shortened, narrowed or widened. The front end may not be cut shorter than the centre of the front axle and the back end not to be shorter than 400 mm in front of the centre of the back axle.
- e) Pneumatic and/or hydraulic suspension types will not be permitted.
- f) Rear wheel steering is not permitted.
- g) Limited slip or locked differentials in the front and/or rear axle will not be permitted.
- h) Vehicles fitted with lockable differentials may compete in these classes provided that the locking facilities are disabled to the satisfaction of the Scrutineers.
- i) No turn brakes or any form of individual braking system is allowed.
- j) Shock mountings on chassis may be changed or modified. Leaf springs may be replaced by coil-overs.

11.3 Class BM: Modified Production

- a) The body shell must resemble a standard 4x4 production vehicle and may not be altered in such a way that the vehicle becomes unrecognisable to the general public. Body parts like firewalls, floor panels, load bodies, doors, bonnets etc may not be removed or substituted by a transparent material. Vehicle's may have half doors fitted and those without full doors must have non transparent material as a substitute as to resemble a vehicle that has a full door.
- b) The chassis of the vehicle must be of a standard production vehicle and may be shortened, lengthened or widened but not narrowed.
- c) Shock mountings on the chassis must remain the same position and may not be moved. Leaf springs mountings, radius arms and lateral arm on the chassis may be removed and modified, but the original suspension type must be maintained. The original suspension mounts may not be moved or modified in any way.
- d) The body of the vehicle must cover at least 30% percent, of each tyre area as seen from above.
- e) Anti-tramp rods or bars may be added to a leaf spring suspension for the purpose of elimination of axle warp.
- f) Fiberglass bodies can substitute for metal bodies provided they meet the requirements as per rule 11.3 (a).
- g) Maximum tyre size 35".
- h) No differential locks and turning brakes will be allowed.



11.4 Class CM: Standard Modified

No changes or modifications are permitted except for the following:

- a) Standard production vehicles shall be series production vehicles of which fifty (50) or more of the same model have been manufactured by a recognised manufacturer.
- b) The vehicles must be roadworthy and licensed. Proof to the Scrutineer's satisfaction may be required.
- c) The standard production chassis and body shell including the doors, windscreen, load body mudguards and bonnet must be retained.
- d) Bumpers may be removed and replaced by aftermarket bumpers not detracting from the looks and image of the vehicle, at the discretion of the Scrutineer.
- e) Aftermarket suspension shocks, may be fitted with a maximum suspension lift of 60mm and a max body lift of 60mm.
- f) Running boards may be removed. Guards to protect the sides and underside of the vehicle may be fitted.
- g) The engine, transmission system and axles must be items used in production vehicles but not necessarily by the same manufacturer and model as the body and chassis.
- h) Maximum tyre size of 33".
- i) The vehicle must have a factory fitted roll over protection (hard top) or alternatively be fitted with a roll bar in the case of a bakkie or roll cage in the case of a soft top and to meet the Scrutineer's satisfaction.
- j) Differential lockers on independent front suspension vehicles will be permitted on the rear axle. No lockers will be permitted on live axle vehicles.
- k) Seats may be changed to improve driver and co-driver safety.
- l) Any safety modification can be entertained and reinforcement to bodywork, differential carriers and steering rods and joints may be done.
- m) IFS with 31" allowed rear locker, but with tyres bigger than 31" no locker allowed.

11.5 Class C Standard Non Modified

No changes or modifications are permitted except for the following:

- a) Standard production vehicles shall be series production vehicles of which fifty (50) or more of the same model have been manufactured by a recognised manufacturer.
- b) The vehicles must be roadworthy and licensed. Proof to the Scrutineer's satisfaction may be required.
- c) The standard production chassis and body shell including the doors, windscreen, load body mudguards and bonnet must be retained.
- d) Bumpers may be removed and replaced by aftermarket bumpers not detracting from the looks and image of the vehicle, at the discretion of the Scrutineers.
- e) Aftermarket suspension shocks, may be fitted with a maximum suspension lift of 60mm and a maximum body lift of 60mm.
- f) Running boards may be removed. Guards to protect the sides and underside of the vehicle may be fitted.
- g) The engine, transmission system and axles must be items used in production vehicles but not necessarily by the same manufacturer and model as the body and chassis.
- h) Maximum tyre size of 31 x 10.5 x 15 or 265 x 75 x 16 (maximum standard tyre specification of supplier).
- i) The vehicle must have a factory fitted roll over protection (hard top) or alternatively be fitted with a roll bar in the case of a bakkie or roll cage in case of soft top and to meet the Scrutineer's satisfaction.



- j) Seats may be changed to improve driver and co-driver safety.
- k) Any safety modification can be entertained and reinforcement to bodywork, differential carriers and steering rods and joints will be allowed.

11.6 Class D Two Wheel Drive Buggies

- a) Any two-wheel drive vehicle, is permitted. The general conditions applicable to all in so far as they apply to two wheel vehicles, will apply in this class.
- b) Modification unlimited except maximum tyre size of 35".

11.7 Class CL: Street Legal Locker Vehicles and Class F: Fun Class

There is no limit to changes or modifications except for the following:

- a) The vehicles must be roadworthy to the Scrutineer's satisfaction.
- b) The standard production body shell, including the doors, windscreens, load body, mudguards and bonnet must be retained, without altering the shape. Reinforcement may be made to these components.
- c) The chassis and body shell may not be narrowed.
- d) The suspension type may be changed, e.g. leaf springs to coil springs. Aftermarket coil-over shock absorbers will not be permitted. Maximum lift 100mm.
- e) Bumpers may be removed and replaced with bumpers or bush bars not detracting to the looks and image of the vehicle at the discretion of the Scrutineers.
- f) A body lift kit may be fitted provided that the vehicle retains roadworthiness with maximum 100mm lift.
- g) Running boards may be removed. Guards, to protect the sides and underside of the vehicle, may be fitted.
- h) Doors may not be removed unless the manufacturer provides this facility by means of a quick release system. Safety nets must be fitted in the absence of the doors.
- i) Inner fenders may be modified, vertical external panels may be modified and wheel arch flares added to accommodate bigger wheels, taking into consideration that the recognisable shape and profile of the vehicle must be retained.
- j) Any engine and transmission system and axles from a lightweight standard production vehicle may be used.
- k) The vehicle must have a factory fitted roll over protection (hard top) or alternatively be fitted with a roll bar in the case of a bakkie or roll cage in case of soft top and to meet the Scrutineer's satisfaction.
- l) No dislocation or cutting of front radius / control arms allowed, as this is deemed as not roadworthy.

12. GENERAL CONDITIONS APPLICABLE TO VEHICLES IN ALL CLASSES

- 12.1 All vehicles must in the opinion of the Controllers be safe and capable of completing the course. Brakes and steering mechanisms will be strictly scrutinised and normal safety requirements, such as properly secured batteries, will be checked.
- 12.2 Open vehicles must be fitted with roll cages. Adequately mounted and positioned in such a way that the competitors are protected at all times.
- 12.3 Roll bars & roll cages must be constructed of steel tubing of minimum 38mm diameter with a minimum wall thickness of 2.5mm or 50mm and higher with 2mm wall thickness. Tubes must have holes of 6mm diameter drilled into all members for checking the tube thickness. All open-type



vehicles or vehicles without functional side windows must have safety nets, securely fitted, covering window opening from the top of the windscreen height to the top of the door opening. The net must not have openings of more than 70mm square. Vehicles with functional windows must close the windows to 70mm below the top of the window frame if no nets are fitted. All open vehicles must have a minimum of a net covering the occupants instead of a roof with the same specifications as window nets.

- 12.4 No paddle chain or snow type tyres allowed.
- 12.5 Only classes C, CM, CL and F may use factory fitted seat belts as minimum requirements but will have to sign an indemnity form. The rest of the classes must use a safety harness as per GCR 239 D. Lock plate to be fitted on inertia belts.
- 12.6 A fire extinguisher, easily removable and fitted in a place easily accessible to driver, co-driver and officials, must be carried at all times. The fire extinguisher shall have a minimum capacity of 2kg and proof of purchase or service within the preceding twelve (12) months shall be furnished. The aforementioned servicing requirement does not apply to Fire Stryker extinguishers which are also acceptable. Fire extinguishers containing carbon tetrachloride shall not be used.
- 12.7 Batteries to be in a covered battery box except batteries under a hood.
- 12.8 Exhaust systems are unrestricted provided they meet with the DBA limit as defined by MSA.
- 12.9 Head space of a least 50mm shall be allowed between the outer surface of the roll cage and the top of the helmet of a competitor, when seated normally.
- 12.10 No loose objects will be permitted in a competing vehicle or must be securely fastened.
- 12.11 Where additional petrol tanks are fitted, the filler caps must be located on the outside of the vehicle and petrol caps must be properly sealed.
- 12.12 Vehicles must be fitted with firewalls and guards over dangerous parts, like propshaft, radiators etc. The Scrutineer, in consultation with the CoC can exclude a competitor from competing if dangerous parts on his vehicle are not suitably protected. Co-Drivers must at all-time be protected by suitable guards from engine, gearbox, transfer case and diff and an adequate propshaft cover must be used.
- 12.13 Drivers and Co-Drivers must be protected from fire, fuel and hot radiator water by fire walls / splash guards.

13. RECOVERY POINTS

- 13.1 All vehicles must be fitted with recovery points at back and front, securely bolted down (welding is not acceptable) and easily accessible. Recovery hooks must be painted red and must accept a rope loop or shackle. Shackles must be a minimum of 3.25 ton rated shackles. Tow balls will not be acceptable as recovery points. If vehicle colour is mainly red, recovery hooks must be yellow.
- 13.2 The Driver of a vehicle is responsible for the integrity of the recovery point.

14. GENERAL RULES

- 14.1 No competitor will be allowed to start the event unless he / she has satisfied the officials concerned that all the necessary documentation has been completed, i.e. proof of competition licence(s), fully completed entry form and sign on sheet.
- 14.2 Fire retardant driving suits (race suits) and lace-up shoes may be worn by all competitors. Should a race suit not be worn, a minimum of long cotton pants, short sleeve cotton shirt and lace-up shoes must be worn.)
- 14.3 A Competitors may not start an obstacle until both driver and co-driver have their crash helmets on, safety harnesses fastened and safety nets secured.
- 14.4 The driver and co-driver may not loosen nor undo their safety harnesses between the start and finish line of an obstacle. Offending competitors will forfeit all points for the specific obstacle.



- 14.5 Competitors will be allowed one (1) minute to inspect each obstacle, after which the Marshal will ask the competitor to proceed. Failure to abide by the ruling of the Marshal will lead to exclusion for that specific obstacle.
- 14.6 Competitors may attempt the obstacle until he / she has lost all points for that particular obstacle, at which time his / her vehicle must be removed in such a way as to minimise damage to the obstacle. If a competitor cannot proceed any further in an obstacle and damages the obstacle by excessive spinning of the vehicle wheels or in any other way, the Marshal will stop the competitor, warn him / her and make a note on the score sheet to this effect.
- 14.7 Only standard tyres, rated for use on the road and with a minimum speed rating of 100 kilometres per hour, will be permitted. Paddle tyres, tyre chains, studs, double wheels, etc. may not be used.
- 14.8 After drivers briefing, competitors will draw the starting order for the first obstacle of the day for the different classes. The competitor who started the first obstacle first will fall into the back of the queue at the second obstacle and so on for the rest of the event. If a competitor falls out of the competition, ranks will be closed so one competitor does not start consecutive obstacles first. If a competitor fails and comes back it will have to be in their correctly drawn place.
- 14.9 After a vehicle has been involved in a roll (two wheels off the ground and unable to recover on its own), that vehicle must be re-inspected for safety reasons and signed off by the Scrutineer before it will be allowed to enter the next obstacle. A vehicle that has not been signed off by the Scrutineer will not be eligible to score points in any subsequent obstacles.
- 14.10 The cut-off time for a group of competitors starting a new obstacle will be under the judgement of the COC.

15. INCIDENT REPORTS

- 15.1 Competitors are to return to the Secretary, their Incident Report Form, completed as soon as possible after having retired from the event.
- 15.2 Competitors who fail to hand in an Incident Report Form render themselves eligible for a R50.00 fine.

16. COMPETITION NUMBERS

- 16.1 Competition numbers will be supplied by the organisers at documentation and must be applied in a clearly visible position on the left and right front side of the vehicle.
- 16.2 Vehicles without adequate space for competition numbers and/or sponsors decals must be fitted with a board, minimum size 300x400mm, to each side of the vehicle.

17. CREWS

- 17.1 The driver and co-driver are deemed to be crew and no other persons other than the crew and officials will be allowed in or on the vehicles during the event.
- 17.2 Competitors will only score points towards the category entered, namely driver and co-driver as shown on the entry form and must remain as such for the duration of the event. Only the CoC may authorise a change. Co-drivers may bypass a maximum of one obstacle per event if permitted by COC and will then score 0 points for that obstacle.

18. ROUTE

- 18.1 Different classes may be required to complete different obstacles or sections of obstacles.



- 18.2 The route will consist of a minimum of ten (10) or a maximum of twelve (12) obstacles of which two (2) may be progressive obstacles and two (2) penalty obstacles.
- 18.3 Crowd control must be maintained by demarcating the danger zones at obstacles by means of a banner tape, leaving enough manoeuvring space for the competitors. Spectator tape must be a minimum of 3m from the straight line joining two adjacent gateposts.
- 18.4 Obstacles shall be clearly marked by gates and competitors may not deviate from the route.
- 18.5 The exit to each obstacle must be extended and marked with banner tape of a different colour, clearly indicating where the obstacle has ended with the intention of improving crowd control.
- 18.6 The gates shall consist of two gateposts clearly marked with banner tape, 3m to 5m apart.
- 18.7 The top of the gatepost must not be lower than 1meter and not higher than 1.5m above ground level.
- 18.8 Organisers should make use of tubes with flat top (washer) welded to them and driven into the ground at critical positions for the gates.
- 18.9 The top end of the gateposts must be bent over or supplied with a piece of rubber tubing for safety reasons.
- 18.10 The CoC reserves the right to alter the route or cancel any obstacle as deemed necessary after consultation with drivers and co-drivers with a majority rule. No obstacle will be cancelled after one competitor has attempted and/or successfully completed it. If it is deemed necessary to alter an obstacle, after an attempt by a competitor, the competitor will be granted a second chance.
- 18.11 Obstacles must be set out in such a manner that allows competitors to negotiate and / or complete the obstacle successfully. Progressive scoring may be used where it is envisaged that competitors may not be able to complete the obstacle successfully.
- 18.12 Water and mud obstacles must not be deeper than 350mm.
- 18.13 Where normal gateposts cannot be used, plastic cones may be placed as a gatepost and the whole cone including the base will be regarded as part of the gatepost. Both posts and gates must be marked clearly with colour coded 50mm duct tape.
- | | | | |
|-------|---------|---|--------|
| Class | A | - | Red |
| | BS &BM- | | Blue |
| | C | - | White |
| | CM | - | Green |
| | CL | - | Grey |
| | D | - | Yellow |
| | F | - | Pink |
- 18.14 The front wheel hubs may not pass through the designated starting gate when taking a roll back.
- 18.15 Reversing through a finishing gate is not permitted. Centre of front axle will deem start and most rear of vehicle will finish obstacle.

19. POINTS SYSTEM AND TYPE OF OBSTACLES

19.1 General

- a) A time limit will be imposed on each obstacle. A marshal will start the clock as soon as the start signal is given and the competitor will be deemed to have completed the obstacle when the rear most part of the vehicle crosses the imaginary line between the last two gateposts at the finish line.
- b) If the organiser does not specify a time limit for an obstacle, a time limit of six (6) minutes per obstacle will be applicable. If the competitor has not completed the obstacle within the time given, the marshal will stop the competitor and the competitor will forfeit all points for the specific obstacle.
- c) Obstacles shall consist of minimum 6 (six) gates including start and finish gates.



- d) Although no banner tape shall be used between gates for the purpose of demarcating the route, all points for the specific obstacle will be forfeited if the competitor touches the crowd control banner tape.
- e) All points for the specific obstacle will be forfeited if the competitor:
 - Requests to bypass the obstacle (bypass)
 - Becomes stuck in an obstacle (stuck)
 - Fails to start the obstacle (no start)
 - Permits any outside assistance in the obstacle
 - Travels with two wheels over or outside any gatepost demarcating the route (abandon route)

19.2 Progressive obstacles (forward movement)

- a) Progressive points will be awarded every time the rearmost part of the vehicle passes through a gate with a maximum of hundred (100) point's awarded per obstacle.
- b) The number of points awarded to the competitor for passing through a gate must be indicated at the gate or at the start of the obstacle.
- c) Twenty (20) points will be deducted if a competitor's vehicle touches a gate post (touch).
- d) If the competitor's vehicle, to the judgement of a marshal, fails to proceed any further in an obstacle, after he was stopped by the marshal's whistle the first time, and damages the obstacle by excessive spinning of the wheels or in any other way, the marshal will stop the competitor by blowing his whistle a second time and the competitor will be awarded progressive points less any penalties occurred up to that point (stop).
- e) If a competitor allows his / her vehicle to move backwards by engaging reverse or freewheeling, to gain an advantage to the judgement of the marshal, he / she will be awarded progressive points less any penalties occurred up to that point (roll back).
- f) If a competitor's vehicle travels with more than two wheels over or outside a gate post he / she will be awarded progressive points less any penalties occurred up to that point (abandon route).

19.3 Penalty Obstacles

- a) Sixty (60) points will be awarded when starting an obstacle.
- b) Ten (10) points will be deducted every time a competitor allows his / her vehicle to move backwards by engaging reverse or freewheeling backwards.
- c) A competitor will only be allowed three (3) roll backs between each pair of gates and will forfeit all points for that specific obstacle if a fourth roll back is taken between the same pair of gates.
- d) Twenty (20) points will be deducted every time a competitor's vehicle touches a gatepost (touch post). Gate always stays live.
- e) All points for the specific obstacle will be forfeited if the vehicle travels with more than two wheels over or outside a gate (abandon route) or touches the start or finish points.
- f) If the competitor's vehicle, in the marshal's judgement, fails to proceed any further in an obstacle, after he / she was stopped by the marshal's whistle a first time, and damages the obstacle by excessive spinning of wheels or in any other way, the marshal will stop the competitor by blowing his whistle a second time. The competitor has to stop immediately, move backwards to a position from where he / she feels comfortable that the obstacle can be re-negotiated and will be penalized for a roll back (roll back).



- g) All points for the specific obstacle will be forfeited if a competitor's vehicle crosses over its own tracks (loop) between gateposts (abandon route). However, driving forward, stopping and reversing so that the front wheels do not cross their own tracks will only count as a reverse.
- h) When a roll back is taken, points will be deducted every time the vehicle moves from a standing position.
- i) The matchbox principle will apply when a rollback occurs.

20. CONTROLS

- 20.1 After scrutineering, all vehicles must be impounded in an area demarcated for this purpose and competitors will not be permitted to work on the vehicle while impounded.
- 20.2 Before starting an obstacle, the competitor must know the exact route and must satisfy him- / herself that the obstacle is clear of vehicles and spectators and all banner posts are in an upright position.
- 20.3 After finishing the obstacle, the competitor must stop in a safe area outside the obstacle or at the finishing point. The score sheet must be marked and signed by the Marshal as well as the driver or co-driver before moving on to the next obstacle. The scoring will be done by the Chief Scorer.

21. SERVICE AND OUTSIDE ASSISTANCE

- 21.1 No assistance is allowed within the boundaries of an obstacle. If a vehicle cannot complete an obstacle because of breakage or any other cause, all points will be forfeited as obstacle failure and no second chance will be allowed.
- 21.2 If the competitor's vehicle needs urgent repairs, he/she may elect to do such repairs by falling out of the competition for the duration of the repairs. The score book must be updated (obstacle noted as "Bypass") and signed off by the marshal and driver or co-driver.
- 21.3 Upon completion of the repairs, the competitor may return to the competition provided that he / she re-enter the competition in his / her original starting position, rotation order and group to which he / she was assigned by the CoC at the beginning of the event. Once the group has moved away from a completed obstacle, the repaired vehicle will not be allowed to enter this obstacle. All points for the obstacle missed by the competitor during his absence will be forfeited.
- 21.4 No vehicle, except for Class D vehicles, will be allowed to enter or attempt an obstacle without four-wheel drive being operational.

22. EXCLUSION

Competitors will be excluded or regarded as non-finishers at the discretion of the CoC for:

- 22.1 Failing to stop at any control point and not carrying out the instructions as set out in these regulations.
- 22.2 Changing an obstacle by removing or shifting rocks, trees etc.
- 22.3 Practising on the course within thirty (30) days prior to the event.
- 22.4 Behaving in a manner likely to prejudice the interest of motor sport generally.
- 22.5 Driving dangerously, under the influence of liquor or drugs or without due consideration for other competitors or spectators.
- 22.6 Allowing a person, not entered as the official driver or co-driver, to be in control of the vehicle from the period between the documentation and having completed the last obstacle or having notified the CoC of retirement.



- 22.7 Failing to declare to the organisers, on the Incident Report Form available from the Secretary, any incidents during the event involving any person or property.
- 22.8 Committing any breach of the General Competition Rules (GCR's) of MSA or these Supplementary Regulations for which no specific penalties are stipulated.
- 22.9 No unnecessary revving or rev limiting will be allowed.

23. IMPOUND AND PARC FERME

- 23.1 Competitors will be required to impound their vehicles on completion of scrutineering.
- 23.2 On finishing the event all competitors will be required to place their vehicle in parc ferme where all vehicles will be held until thirty (30) minutes after the last vehicle has finished or as extended by the CoC.

24. AWARDS

- 24.1 For each event trophies shall be awarded to the driver and co-driver placed first, second and third in each class.
- 24.2 In the case of a tie at an event, for the purpose of the prize giving the competitor's positions will be determined by taking into account firstly the number of obstacles on which full score has been achieved and progressing down the scoring line until the tie is broken.
- 24.3 The competitors with the highest class points in the different classes will be announced the 4x4 Challenge class winning Drivers and Co-drivers.
- 24.4 In the case of a tie, at the end of the season, the competitors with the greatest number of class wins will be the winner. If this does not resolve the tie, then the greatest number of seconds will count, failing this, thirds and so on.
- 24.5 If this is still ineffective, C4x4CC shall declare the winner on such basis as it deems fit.
- 24.6 The overall club champion will be the Driver and Co-driver.

