

MANUAL OF 4WD MOTOR SPORT
SECTION 2 – STANDING REGULATIONS



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2 STANDING REGULATIONS

2.1 INTRODUCTION

Cross Country Drivers Association (CCDA) events are a test of driving skill, vehicle reliability and capability, vehicle recovery, navigation and individual skills, taking place on public and/or private land.

Cross Country Four Wheel Drive events involve negotiation of difficult terrain such as contrived and natural obstacles and difficulties including vehicle recovery techniques. Emphasis is on vehicle capability and driver ability rather than speed.

The Cross Country Drivers Association Standing Regulations, Sporting Regulations and Vehicle Specifications shall be augmented by Supplementary Regulations for an Event and all documents shall be read together.

2.2 THE SPIRIT OF THE REGULATIONS

The regulations shall apply to four-wheel drive vehicles in standard or production configuration, or modified as provided in the Vehicle Specifications, successfully negotiating various terrains under competitive conditions. The use of additional track building aids such as sand ladders and synthetic matting shall not be permitted in CCDA sanctioned events.

Any eligibility matter relating thereto shall be interpreted and applied in accordance with this spirit.

2.3 CCDA MEMBERSHIP

Competitors, officials, marshals and media personnel participating in CCDA sanctioned Events shall be current members of the CCDA.

2.4 LICENSES

Each driver shall hold a current, valid (not expired, disqualified, cancelled or under suspension) State, Territory or International driver's licence (including probationary licence). Navigator must hold a minimum of a current Learner's Permit or Probationary Licence.

2.5 CREWS

Crews shall be a minimum of two people in all Events and Stages and be designated as:

- Driver - who may drive and/or navigate.
- Co-Driver – who may drive and/or navigate but is commonly the navigator at the start of the Event.
- Navigator – who may only navigate.
- Support Crew or Pit Crew – who may only help with any tasks other than driving or navigating.

The Supplementary Regulations for each Event shall specify the maximum number of Crew to compete in each vehicle.

2.6 CODE OF CONDUCT

At all times Competitors and Event Officials shall treat all participants in a courteous and respectful manner.

Competitors shall avoid public argument with each other and officials and all disputes shall be dealt with under the provision for Protests in the Sporting Regulations.

Competitors shall abide by an official's instructions.

Verbal or physical abuse by any participant shall attract a penalty.

Any competitor or participant who is found guilty of a serious breach of the code of conduct may be disqualified from further participation in the Event.

2.7 ABUSE OF ALCOHOL OR DRUGS

The abuse of alcohol or drugs by Competitors or Event Officials at any time during an Event shall not be permitted. Medication prescribed for a Competitor by a doctor shall be accepted, provided such medication does not affect that Competitor's safe performance during the Event. Prescribed medication shall only be taken by the Competitor for whom it is prescribed.

Alcohol shall not be consumed prior to, or during, any competition stages, or before departing for, or during, any transport stages.

2.7.1 MANDATORY TESTING:

Mandatory blood alcohol content (BAC) testing will be carried out at all CCDA events on all days of competition utilising an Australian standards approved BAC testing device, in accordance to the devices operating instructions and hygiene guidelines.

A BAC testing station will be setup at an advertised location at the event (generally near event control) and manned by CCDA or event approved personnel. The station will be opened 45 minutes prior to driver's briefing each day. Long course events may modify the location and time of testing to suit logistical limitations present in those type of events. The time & place of BAC testing will be advised in supplementary regulations and/or drivers briefing.

Drivers and co-drivers (navigators) must present at the BAC testing station to undertake a primary (vapor) test. this is a non-contact test requiring the subject to count or speak into the machine to detect any alcohol present on the breath.

Both driver and Co-Driver (navigator) must maintain a 0.00 reading at all times that they are still competing in open stages.

Upon a negative result:

The individual will be given a wristband and/or stamp to identify a 0.00 reading for that day. This wristband is to remain on whilst racing and only to be removed at the completion of the day's event or upon returning a positive result at a random breath test throughout the competition.

Marshalls and officials will be advised not to let any team complete a stage if both driver and navigator do not have their wristbands intact.

The individual must record their reading and sign the register at the station.

Upon a positive result:

The Individual must complete a secondary breath test (blowing into the machine directly). If at this point a reading greater than 0.00% is recorded this must be entered into the register and then signed. The team will then incur a 100 point penalty.

After a positive secondary test the individual will have a period of 30 minutes to complete a re-test. If at this time a secondary test is greater than 0.00% then they are disqualified from that day's racing.

If the individual does not present within 30 minutes for a re-test, they are disqualified from the day's racing.

2.7.2 RANDOM TESTING:

Drivers/co-drivers:

At any time during competition time, while wearing a wristband/stamp as per above you are requested to complete a breath test by an official you must do so.

A positive result above 0.00% BAC will result in immediate disqualification from the remainder of the day's racing.

Refusal will result in immediate disqualification from the event.

Upon completion of the days competitive events removal of the wristband/stamp indicates you have finished racing for that day.

Pit crew:

At any time you are in control of a vehicle and requested to complete a breath test by an official you must do so. BAC limits are in line with the relevant road safety act. (e.g. 0.05 for fully licensed drivers and 0.00 for restricted drivers) If you return a BAC above these limits you will incur a 200 point penalty for your registered team on the first occasion.

On a second occasion of any pit crew within the same team, the team will incur a second 200 point penalty and be disqualified from the event.

This rule applies to anyone onsite operating a vehicle non competitively.

NB: The CCDA suggests at any time you may be over your relevant limit you simply seek another form of transportation.

Officials, Marshals or anyone operating a vehicle onsite other than a competitor vehicle on a race stage:

At any time you are requested to complete a breath test by an official you must do so. BAC limits are in line with the relevant road safety act. (e.g. 0.05 for fully licensed drivers and 0.00 for restricted drivers) If you return a BAC above these limits you may be removed from the event site when safe to do so.

** Event organisers may apply additional restriction on alcohol consumption above and beyond this policy.

Any Event Official or Competitor who suspects another Event Official or Competitor to be under the influence of drugs or alcohol shall refer the matter immediately to the Event Organiser.

2.8 NON-COMPETITIVE COMPETITION VEHICLE MOVEMENTS

All competing vehicles must refrain from driving on the competition sites when not essential to do so. Transport to and from stages and the pit area, and between stages are acceptable. Using the vehicle as general transport for people or goods around the competition site is prohibited.

2.9 NON-COMPETITIVE SPEED LIMIT

Any competition or recovery vehicle that is underway on the competition site when not competing must do so at a maximum speed of 5 km/h (walking pace). If the vehicle must traverse an area where spectators or public are present, an official or marshal must chaperone the vehicle through this area. The driver must stop in a safe place and radio the Competition Manager or Stage

Manager to arrange for an official or marshal to assist before proceeding. If a competition vehicle is observed to be speeding on the competition site a 20 point penalty will apply on the first offence, a 100 point penalty will apply for any subsequent offences. The Competition Manager reserves the right to disqualify any team who repetitively breaks the speed limit or causes undue risk to any other person.

2.10 VEHICLE UNLOADING AND LOADING

Competition vehicles must be loaded and unloaded only in the area designated to do so. This area shall be fenced or bunted and public, spectators and non-essential persons prohibited entry. Vehicles must then be moved to the pit area via the most direct route while adhering to the non-competitive speed limit.

2.11 CREW SUBSTITUTION

The original Crew as advised on the Event entry form may only be changed with the approval of the Event Organiser. Any Crew which includes a person not identified to and approved by the Event Organiser shall be disqualified. Substitution of a driver or navigator shall incur a penalty of 100 points for each substitution over the course of an event.

2.12 SELECTION OF COMPETITORS

Supplementary Regulations shall specify the means of selection of Competitors. The selection method shall be based on the competency and/or experience of applicants and shall be commensurate with the degree of difficulty anticipated for the Event.

2.13 VEHICLES

A high standard of presentation shall be insisted upon at all times. Any vehicle considered to be of an inappropriate standard of preparation may not be permitted to start, at the discretion of the Event Scrutineer. A vehicle that is accepted by the Event Scrutineer shall not be substituted.

2.14 ELIGIBILITY

The Event Organiser may invite entries for vehicles belonging to any or all of the following classes as defined by the Vehicle Specifications. Vehicles may only compete in the Event Group specified

GROUP A EVENTS:

Standard Class.
Touring Class.
Production Class.
Modified Production Class.
Challenge Class.

GROUP B EVENTS:

Touring Class.
Production Class.
Modified Production Class.

Challenge Class.

GROUP C EVENTS:

Production Class.
Modified Production Class.
Challenge Class. Open Class

GROUP D EVENTS:

Production Class.
Modified Production Class.
Challenge Class.

Event Supplementary Regulations shall specify the vehicle classes permitted for that Event.

2.15 EVENT GROUPING

Events shall be grouped by the nature of the terrain and the degree of difficulty of the exercises to be performed. The CCDA shall approve the grouping for each event.

2.15.1 GROUP A EVENTS

Group A Events shall include traversing open public roads and shall not be timed. Competitors and vehicles travelling on public roads shall comply with all applicable statutory rules and regulations.

2.15.1.1 NAVIGATION TRIAL

Navigation Trials may incorporate nominated destinations, clue solving, observation, and map reading. They shall not be timed and may provide for multiple vehicle teams. Several competing vehicles or teams may be on the course simultaneously and there may be manned and unmanned checkpoints.

2.15.1.2 OBSERVED SECTION

Observed Sections may incorporate muddy, rocky and slippery surfaces over steep and difficult terrain. The task shall be to traverse the whole of the Stage non-stop from a standing start, without departing from the marked course or hitting the markers en-route. They shall not be timed and shall be characterised by extended use of low gearing and slow speed. Only one vehicle may be on the course at any time. Recovery locations shall be controlled and there shall be start and finish garages.

2.15.1.3 LONG COURSE

This shall be a driving and recovery Stage in which all Competitors compete over similar terrain but not necessarily over the same track. Several competing vehicles may be on the course simultaneously. A Long Course may consist of muddy, rocky, slippery surfaces, steep and difficult terrain which may have controlled self-recovery sections. This type of Stage/s may be judged on distance travelled and may include Individual Skill Stages and Navigation Stages.

2.15.2 GROUP B EVENTS

2.15.2.1 SHORT COURSE

A Short Course is a driving and self-recovery Stage in which all Competitors compete over the same course. Only one vehicle may be on the course at any time. The course may comprise muddy, rocky and slippery surfaces, steep and difficult terrain, and may have controlled and uncontrolled self-recovery sections. The Stage shall be timed. This type of Stage may be judged on distance travelled and may include Individual Skill Stages and Navigation Stages. Both start and finish boxes may be used.

2.15.2.2 OVERLAND COURSE

This shall be a driving and recovery Stage in which all Competitors compete over similar terrain but not necessarily over the same track. Several competing vehicles may be on the course simultaneously. An Overland Course may consist of muddy, rocky, slippery surfaces, steep and difficult terrain which may have controlled self-recovery sections. The Stage/s shall be timed. This type of Stage/s may be judged on distance travelled and may include Individual Skill Stages and Navigation Stages. Start and finish garages or flying finishes may be used.

2.15.3 GROUP C EVENTS

2.15.3.1 SHORT COURSE

A Short Course shall be a driving and self-recovery Stage in which all Competitors compete over the same course. The course may comprise muddy, rocky and slippery surfaces, steep and

difficult terrain, and may have controlled and uncontrolled self-recovery sections. The Stage shall be timed. This type of Stage may be judged on distance travelled and may include Individual Skill Stages. Start and finish garages may be used.

2.15.4 GROUP D EVENTS

2.15.4.1 SHORT COURSE / TUFF TRUCK CHALLENGE - NON TIMED EVENTS

A Short Course shall be a driving and self-recovery Stage in which all Competitors compete over the same course. Only one vehicle may be on the course at any time. The course may comprise muddy, rocky and slippery surfaces, steep and difficult terrain, and may have controlled and uncontrolled self-recovery sections. The Stage shall NOT be timed. Speed is not the determining factor. This type of Stage may be judged on distance travelled and may include Individual Skill Stages. Start and finish garages & point progression markers may be used.

2.16 GENERAL REQUIREMENTS

Vehicles shall comply with the Standing Regulations, Sporting Regulations and the Vehicle Specifications for the relevant Cross Country Four Wheel Drive Event Group, and the Supplementary Regulations for the Event.

2.17 TECHNICAL INSPECTION

Vehicles may be required to be submitted at any time for a thorough technical inspection by an Event Scrutineer.

2.18 PRACTICE

Practice shall not be permitted for Cross Country Four Wheel Drive Events on the site of the Event, unless otherwise advised in the Supplementary Regulations.

The Competition Manager may provide a test area, away from any public or other competitors with marshals to ensure safe testing of vehicle repairs.

2.19 SCRUTINEERING

2.19.1 VEHICLE SCRUTINEERING

Each competing vehicle shall undergo a detailed vehicle safety, modification & equipment examination, in order to obtain a log book.

A log book is mandatory before a vehicle can participate in any event, including any reconnaissance, practise or prologue.

Once a vehicle has been scrutineered and been issued with a log book it is deemed to have passed scrutineering unless it is involved in an incident. It is the driver's responsibility of any vehicle involved in an incident, or which suffers significant mechanical failure, e.g. loss of brakes or steering, to present their vehicle for re-examination before being permitted to take further part in an Event.

Vehicles must be re-scrutineered and log book stamped annually. This must occur prior to any event that is on or after this date.

2.19.2 EVENT SCRUTINEERING

All vehicles shall present at the start of an event for event scrutineering which includes but is not limited to: - Technical Inspection; Rollover Protection Inspection; Recovery & Safety Equipment Inspection; and any special equipment that is required to participate in that Event.

Any vehicle that does not comply with any part of the Event Scrutineering will not be eligible to participate in that Event.

No vehicle shall compete, or continue to compete after any re-examination, without the approval of the Event Scrutineer.

Event Scrutineering shall be outlined in the Supplementary regulations.

2.20 BRIEFING

The Event Organiser shall provide for a briefing of Competitors and Officials before the start of any Event and/or Stage. Such briefing may be verbal or written or both.

2.21 COURSE LAYOUT

The course shall be laid out consistent with the challenging nature of Cross Country Four Wheel Drive Events. Event Organisers must ensure the course is laid out clearly and there is no ambiguity nor should any safety issues be affected by the layout.

2.22 SURFACE

The surface of the course may be varied, as may the terrain, in order to test the Competitor's skill level in a range of off road conditions; e.g. ruts, water crossings, ascents, descents and wet and dry tracks.

2.23 WATER CROSSINGS

The depth and duration of water crossings should be such that a Competitor's ability to complete the Event is not unduly jeopardised. The Event Organiser shall ensure there is a clear and safe passage through any deep water

2.24 STAGE START

The Start shall be clearly marked by two pegs, one on each side of the course. In a timed event if a Competitor "jumps" the start a 10-second penalty shall be applied. Unless the stage regulations nominate a "reverse start" all starts are in a forward direction.

2.25 STAGE FINISH

2.25.1 FINISH BOXES

Finish boxes shall be clearly marked with a finish sign on either of the finish pegs.

The finish box shall be 4 metres long and 4 metres wide, closed with bunting on three sides, leaving the approach side open.

The finish box shall be clearly visible from a distance of 25 metres by Competitors when competing on the course. If the finish box is not visible from this distance a "Pending Finish" sign shall be placed along the course 25 metres before the finish box.

At the finishing box due care must be taken to ensure a safe approach and an overrun exit is clear at all time

Finish boxes shall have adequate spectator and Marshal bunting.

Any overrun of a finish box in a manner deemed dangerous to others by the Stage Manager, Competition Manager or Event Organiser may be grounds for penalty (DNS) or disqualification at the discretion of the Stage Manager, Competition Manager or Event Organiser.

2.25.2 FLYING FINISH

Should several competing vehicles be on a course simultaneously it may be appropriate to have a “flying finish” to minimise potential hazards at the finish point.

The flying finish shall be clearly marked with a finish sign on either of the finish pegs.

The flying finish markers should be clearly visible from a distance of 25 metres by Competitors when competing on the course. If the finish is not visible from this distance a “Pending Finish” sign shall be placed along the course 25 metres before the finish markers.

Sufficient trafficable area shall be allowed beyond the flying finish markers for vehicles to come to a stop safely, clear of following vehicles.

Flying finishes shall have adequate spectator and Marshal bunting.

2.26 DRIVING CONDUCT

A vehicle alone on a section of a course may use the full width of the course. Should a vehicle be approached by a vehicle from the rear that is either achieving more traction at the time, or is consistently faster, the driver of the leading vehicle shall give the following vehicle right of way as soon as possible, pulling to the side and stopping if necessary.

The desire to overtake shall be signalled by the sounding of the horn and/or the flashing of headlamps and/or radio request.

If a vehicle is winching in a safe location and a following vehicle desires to overtake, and can do so safely without crossing the boundaries of the course, or the live winch cable of the other vehicle, they may do so.

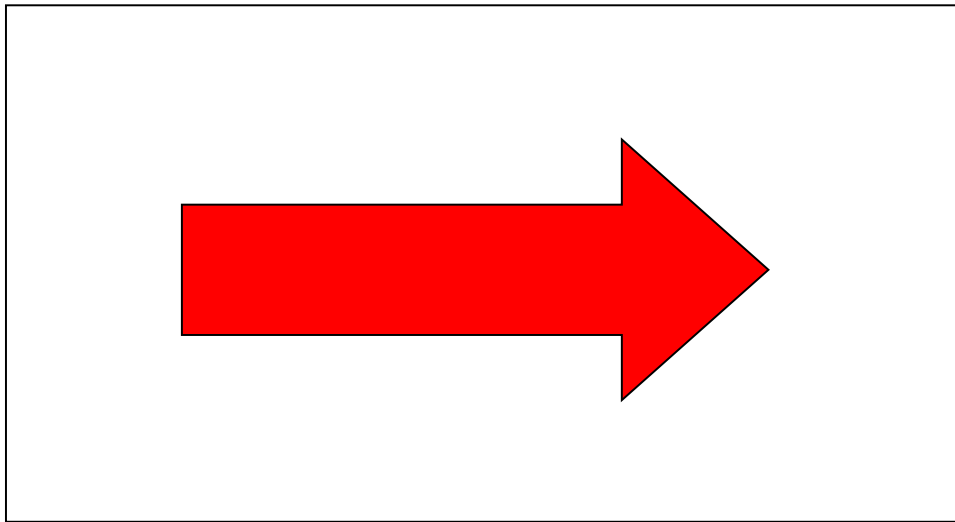
Drivers shall abide by universally accepted practices with regard to minimum impact on the environment.

Competitors shall abide by a Stage Marshal’s instructions, including an instruction to stop competing and exit the course.

2.27 COURSE MARKING

The Event Organiser shall provide a detailed description of each course and advise whether or not it is point-to-point navigation, with or without boundaries, or a restricted course within defined boundaries.

The course shall be clearly defined and arranged in such a way that there is no likelihood of competing vehicles straying from, or of a collision between competing vehicles travelling in opposite directions on adjacent courses or sections of the same course.



Directional Sign (Red arrow on White background)

Examples of all signs used for course marking shall be prominently displayed at the Event location. Directional arrows shall be red, min 250mm long, on a 297mm x 210mm white background. (see above)

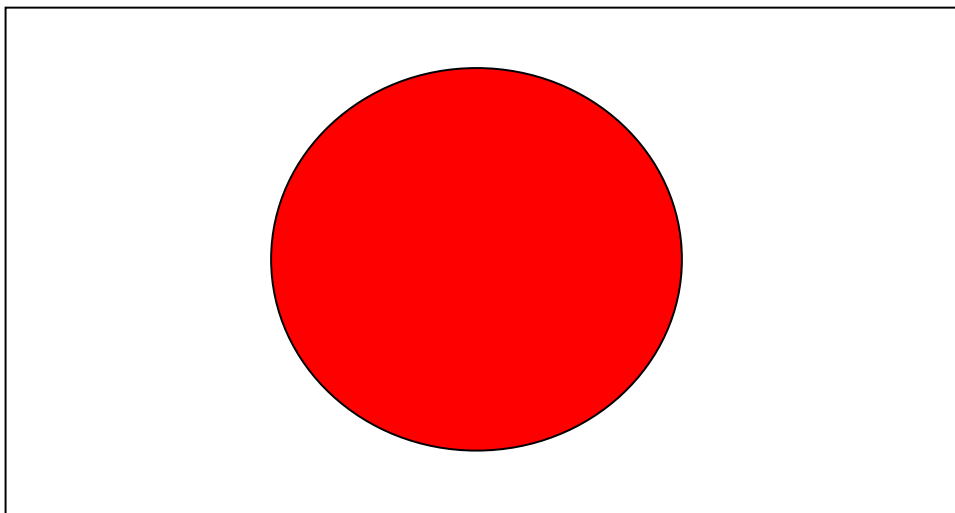
Markers shall be placed where they are least likely to be dislodged by competing vehicles.

Gates used on undefined courses shall be comprised of 2 pieces of bunting/tape tied separately around 2 pegs or 2 fixed items such as a tree trunk. Flexible tree branches should not be used. Gates shall be placed in clear view of approaching Competitors.

Gates shall be driven through in the nominated sequence unless advised otherwise during the stage briefing.

2.28 CAUTION SIGNS AND WARNINGS

Caution signs shall be a red circle, min 200mm diameter, on a 297mm x 210mm white background.

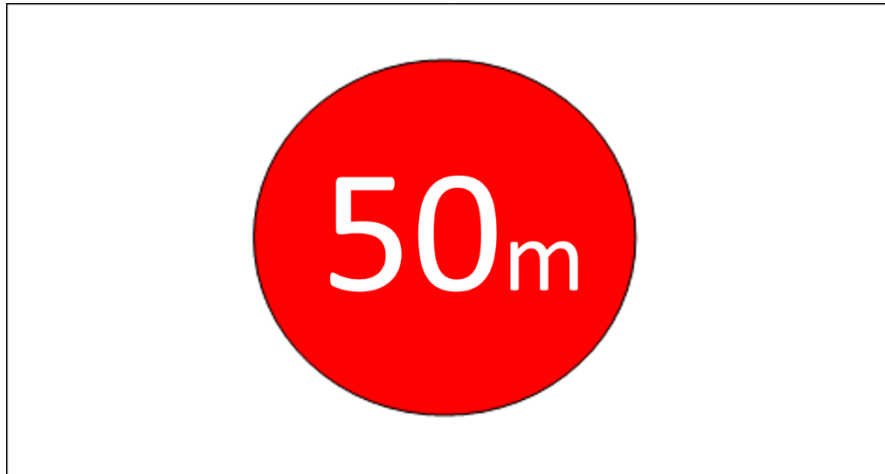


Caution Sign (Red Circle on White background)

Caution signs shall be placed at the subject obstacle on the right hand side of the track 1.5 metres above ground level. Caution Warning signs shall be placed; a) 50 metres before the obstacle and b) 25 metres before the obstacle on the right hand side of the track 1.5 metres above ground level. The absence of any such markings shall not be grounds for protest.

The location of all caution obstacles shall be advised to Crews at the Event and/or Stage briefings.

Caution Warning signs shall be a red disc, min 200mm diameter, on a 297mm x 210mm white background with the relevant distance shown in white on the red circle.



Caution Warning Sign (50 metre sign shown)

2.29 ABANDONMENT OR CANCELLATION OF A STAGE OR EVENT

An Event or a Stage of an Event may be abandoned or cancelled after commencement at the discretion of the Event Organiser. The reasons for the abandonment or cancellation shall be communicated to the Competitors as soon as practical after the abandonment or cancellation at a briefing called for that purpose.

Should twenty percent or more of the qualified field of Competitors have started the Event or Stage subject to the abandonment or cancellation, and further provided that the field started in ranked order for that Event or Stage, then the points earned by the Competitors who started the Event or Stage shall count toward the Event result.

A qualified field shall include those Competitors whose vehicle had passed Event Scrutineering and who subsequently had not withdrawn or been disqualified, and whose vehicle was readied and able to start the Event or Stage.

The balance of the qualified field of Competitors who did not start the Event or Stage before its abandonment or cancellation shall be awarded the same score as the lowest scoring Competitor who started the Event or Stage, except that any penalties incurred by that Competitor shall not be applied to those Competitors who did not start.

Should less than twenty percent of the qualified field start an abandoned or cancelled Event or Stage of an Event, or should the qualified field not start in ranked order for that Event or Stage, then points earned by any Competitor who started that Event or Stage shall not count toward the Event result.

2.30 RECOVERY SITUATIONS

Recovery situations should be incorporated during Stages to emulate common circumstances normally found whilst four wheel driving. Recovery sections should be achievable by Competitors within the allocated time.

2.31 INDIVIDUAL SKILL STAGES

Individual Skill Stages may involve first aid, navigation, survival, mechanical, or other tasks. If special equipment is required, the details of such equipment shall be included in the Supplementary Regulations. All reference material shall be available to all Competitors prior to the Event. Competitors shall be notified of all reference material used to set the Individual Skill Stages.

2.32 START ORDER

Vehicles shall start in the order prescribed by the Event Organiser. Options for determining start order may include using the results from the last time the same Stage was completed, by ballot, or by a Prologue. Whenever practical the starting order for subsequent Stages shall be selected by the latest available progressive Event placings. Consecutively run Stages may utilise the same starting order until updated results can be calculated. Once the Event commences Crews with close results shall compete consecutively on the same Stage.

Should any Competitor not attempt or complete any Stage due to accident or mechanical malfunction, the Event Organiser may allocate a starting position.

The driver shall align the forward-most part of the vehicle with the starting pegs at the start of any Stage, or as guided by the starting Marshal.

The driver and co-driver shall each be seated in the vehicle with occupant restraints correctly fastened at the start and finish of each Stage unless otherwise specified by the Competition Manager.

2.33 STARTERS ORDERS

Drivers shall be under starting Marshal's orders upon arrival at the start line. Any Crew failing to proceed to the start at the direction of an Official may forfeit the run, or may be deemed by the Starting Marshal to have started at his or her designated start time.

2.34 STAGE INSTRUCTIONS

Stage Instructions shall include start intervals, DNF time, course length and features, location of cautions, special instructions or requirements.

Stage Instructions shall be read to the Competitors from a prepared Stage Instruction sheet by the starting Marshal, or included in Stage route notes or guidebook.

There shall be no variation to the Stage Instructions without the Competition Manager's permission.

2.35 COURSE CHANGES

If the course has been changed the Competitors shall be notified prior to any Competitor commencing that Stage. Should exceptional circumstances indicate that a course change is necessary after some Competitors have completed a course, only those changes that can be clearly demonstrated to present no advantage nor disadvantage for following Competitors may be implemented. Otherwise the course shall be abandoned.

Should the course become impassable or unsafe that Stage shall be cancelled except that an alternative course may be selected as an alternative Stage with a new identification number and all vehicles shall then become eligible to start that alternative Stage.

2.36 ADDITIONAL STAGES

Should it become likely that the Event program may be completed prematurely, and there is reasonable time available, additional Stages may be introduced. Should it become likely that the Event may not finish on time some Stages may be cancelled partially or completely with the authority of the Competition Manager. Adequate notification of any such change, according to the nature of the Event, shall be given and any additional Stage shall have a new identification number and all vehicles shall then become eligible to start that additional Stage.

2.37 PERMISSION TO START

No Stage may be commenced without the permission of the Competition Manager.

2.38 VEHICLE RECOVERY CONDUCT

Competitors shall abide by internationally accepted practices during recovery situations described herein. Note that the use of the winching term “cable” within this manual refers to synthetic winch rope.

2.39 UNACCEPTABLE RECOVERY PRACTICE

All winching shall cease until the following unacceptable practices are corrected:

- a) Failure to use a tree protector of sufficient length to completely encircle a tree or stump being used as an anchor point.
- b) Failure to maintain a cable dampener where required while winching; c) The location for dampener for synthetic rope shall be securely attached to the hook.d) Crew members shall not control a winch from outside the vehicle when the cable is live unless a remote controller is used and the crew member is at least 1 metre away from the vehicle.

2.40 WINCH LINE RETRIEVAL

Crews shall stand clear of a winch line being retrieved and shall keep all body parts clear of the fairlead when rewinding the winch line. Marshals will repeatedly warn crews if they feel that competitors are not clear of the fairlead.

Hooks or loops in the end of the cable shall not be left dangling such that the hook or loop can touch the ground. If the hook or loop is touching the ground at the finish the marshal will award a penalty for “equipment not secured”.

2.41 ALTERNATING DRIVER

Alternating between Driver and Co-driver for any Stage of the Event shall be permitted, unless it is specified otherwise by the Event Organiser or Supplementary Regulations.

2.42 TIME ALLOWED FOR STAGE COMPLETION

The Event Organiser shall exercise care to ensure that adequate time exists for the completion of each Stage of the Event.

2.43 PARC FERME (CLOSED CARPARK)

A parc ferme or “closed carpark” is used on some events to ensure that all competitors have an equal time to work on their vehicles. During a declared parc ferme, competitors are not permitted to work on their vehicles. The Stage Manager will determine a location for parc ferme and all

competitors directed to that location at the end of the stage. During a parc ferme restriction competitors may access their vehicles for food or communications etc. however no work on vehicles shall be undertaken. Once all competitors have completed the stage the parc ferme is declared off and work may be undertaken on vehicles

Should a parc ferme be used at an event, competitors will be advised when this condition is in place.

2.44 RESULTS

The Event Organiser shall forward results to each Competitor as soon as reasonably possible after the Event.

2.45 CANCELLATION, ABANDONMENT AND ALTERATION

The Event Organiser may abandon an Event or Stage if in his or her opinion the number of entries is insufficient, or if conditions constitute force majeure.

If the Event or Stage is abandoned when part-run, the provisions of Rule 2.29 shall apply

2.46 PRESENTATION OF AWARDS

Following each event, the Event Organiser shall conduct a presentation ceremony to ensure that the public and others are able to properly identify and honour the winners.

2.47 MEDIA CONFERENCE

Award-winning Crews may be required to attend a media conference, which shall take place as close as practicable to the presentation area.

Crews are reminded of their obligations to the Event Organiser and sponsors, and shall present themselves accordingly.

2.48 FIRST AID

Unless specified otherwise in Supplementary Rules, competing vehicles shall carry an adequate outdoors first aid kit in or on the car at all times and it must be readily accessible.

2.49 FIRE EQUIPMENT

Vehicles shall carry at least one 1.5kg, or two 0.9kg dry powder fire extinguisher(s) inside the cabin placed in a non-vertical mounting position, in a readily accessible location for both members of the Crew. In addition, a 1.5kg, or two 0.9kg dry powder extinguisher(s) shall be mounted exterior to the cabin, where possible, and be accessible by a third party standing on the ground beside the vehicle. In enclosed vehicles this must be mounted in the rear as accessible as possible with min. 100mm Diameter Red letter "E" in a circle sticker (white background) applied on the exterior of the vehicle at the extinguisher's location. Extinguishers fitted in the cabin shall be below shoulder height. Mounting brackets shall be steel. Plastic mounting brackets shall not be permitted.

Fire extinguishers shall be within the manufacturers specified expiry date and be removed and powder unsettled annually.

2.50 SPECTATORS

Should spectators be admitted the Event Organiser shall provide safe viewing facilities. Spectators should be prevented from approaching a competition course at each spectator access location by a barrier of an identifiable material located such that spectators remain a safe distance from the course. Each spectator point shall be manned by clearly identified spectator Marshals

who shall work under the direction of a Senior Marshal. Areas in which spectators may not stand shall be clearly identified.

2.51 COMPETITORS PIT AREA AND CAMPING GROUNDS

A designated pit area will be fenced or bunted and general public or spectators will not be granted entry to this area. Where possible competitor camping areas and pit areas should be separate, where this is not practical then designated working areas within the pits should be provided to allow safe vehicle repairs away from non essential people.

There shall be a designated roadway in and out of the pit area, away from spectators or public. Vehicle movements within the pit area must be limited to entering or leaving via the nearest entry/exit via the most direct route adhering to the non competitive speed limit.

Events sites at which camping is permitted shall, where practical, have separate camping facilities for Competitors and spectators. The Supplementary Regulations shall specify the location of camping facilities provided for Competitors and spectators.

2.52 ADVERTISING AND DECALS

Each vehicle may display Crew sponsorship material provided it is not, in the sole opinion of the Event Organiser, offensive and does not intrude into the space allocated for Event sponsorship/advertising.

Event sponsorship/advertising shall be limited to:

- An area of approximately 600x600 for event sponsor and vehicle numbers.
- An area of 100mm height along the top or bottom of the windscreen or leading edge of the roof.

Additional Event sponsor decals typically small in size may be placed at any suitable location on the body of the vehicle but shall be clearly visible.