



## **Winch Challenge Competition Rules 2020**

**Version 13**

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These 2020 rules (Version 13) have been taken over from 4x4 Challenges NZ Inc. on their deregistration as an incorporated society and now represent the Manukau Four Wheel Drive Club Inc. best endeavours to ensure precautions are in place to promote safety in any of our winch challenge or other sanctioned events. If these rules are adopted by any other similar organisation, we recommend they be adopted in their entirety.

Special attention is drawn to Rules 56 & 57 RULE CHANGES

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**[www.manukau4wd.org.nz](http://www.manukau4wd.org.nz)**

**Friday, 18 September 2020**

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The words shown in *Italics* in this guide have the meaning set out in the Glossary of Terms.

All other words have their common use meaning.



# Event Rules

## 1 GENERAL EVENT RULES

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 Stages may be withdrawn by the Event Director for safety reasons or time constraints.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

## 2 RULES REGARDING THE ENVIRONMENT

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

## 3 CRISIS MEDIA MANAGEMENT

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

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

# Vehicle Rules Introduction

**General Information** - This event is open to vehicles that represent OEM (original equipment manufacturer) production based 4WD vehicles or, in the case of Outlaw Class, custom built vehicles.

## 4 CLASS SYSTEM

There are three classes of competition covered by these rules: Club, Open and Outlaw. The table below is a brief summary of the rule differences between classes. Full details are contained in the detailed rule clauses which are identified by the numbers in brackets.

Description of Rule	Club	Open	Outlaw
Chassis Modification	50% of the chassis between the axles, in one continuous section must be from an OEM production based 4WD vehicle. (6)	50% of the chassis between the axles, in one continuous section must be from an OEM production based 4WD vehicle. (11)	Open. - Framing for roll cage, body mounting, suspension, etc, may be permanently attached. (19)
Body Modification	Unrestricted. (7)	Unrestricted. (12)	Unrestricted. (20)
Engine Modification and Location	Unrestricted. (8)	Unrestricted. (13)	Unrestricted. (22)
Electrical System	Battery isolation switch required. (9)	Battery isolation switch required. (14)	Battery Isolation switch required. (25)
Protection	Minimum six point roll cage. (10)	Minimum six point roll cage. (15)	Minimum six point roll cage. (25)
Certification & Standards	NZFWDA insurance applies. (29)	NZFWDA insurance applies. (29)	NZFWDA insurance applies. (29)

## 5 POINTS SYSTEM

- 5.1 For Club Class, a points system has been developed. Points are accumulated per modification. Some factory specifications will also accumulate points to ensure parity between differing OEM specifications. The total number of points accumulated will determine the class in which the vehicle is eligible to compete.
- 5.2 The points table does not apply to vehicles in Open, or Outlaw Classes.
- 5.3 Any vehicle with points accumulated over the maximum for Club Class must then comply with all requirements for Open, or Outlaw Class.

### 5.4 Class Points Levels

Club Class maximum of 450 points. Vehicle must then move to Open Class.

### 5.5 Points Accumulated per Modification

A	Diff lock (includes OEM)	per diff	50 points
B	Move diff from OEM	per diff	50 points
C	Diff modifications e.g. strengthen / shave		50 points
D	Upgrade axle / CV's	per diff	50 points
E	Suspension lift over 65mm		50 points
F	Change suspension mounting	per diff	50 points
G	Remote canister shocks, multiple or C/O	per diff	50 points
H	Body lift or lower		50 points
I	Ute or tray back modification		50 points
J	Guard cut (to clear tyres)		50 points
K	Radiator modifications		50 points
L	Engine up grade (anything not OEM spec)		50 points
M	Aftermarket turbo or supercharger		50 points
N	NOS, LPG fumigation or similar		50 points
O	Change to different gear box from OEM		50 points
P	WOF	minus	50 points
Q	Extra battery beyond OEM number		50 points
R	Bead locks		50 points
S	Winch mod e.g. free spool, multiple motors	per mod	50 points
T	PTO or hydraulic winch (excludes OEM PTO)		50 points
U	Firewall or transmission tunnel modification		50 points

# Vehicle Rules for Club Class

## 6 CHASSIS MODIFICATION

- 6.1 50% of the chassis between the axles, in one continuous section must be from an OEM production based 4WD vehicle.
- (a) It must retain the same number of cross members as OEM.
  - (b) It must retain factory profile.
  - (c) It may be strengthened.

## 7 BODY MODIFICATION

- 7.1 The bonnet must have a secondary catch.



7.2 All vehicles must run a minimum of a half door.

7.3 Other body modifications are unrestricted.

## 8 ENGINE MODIFICATION AND LOCATION

8.1 There is no restriction on engine type.

8.2 The engine may be modified to include:

- (a) Super chargers.
- (b) Turbo chargers.
- (c) Intercoolers.
- (d) Alternative engine management systems and fuel systems.

8.3 Replacement engines from any automotive engine manufacturer are permitted.

8.4 Snorkels and aftermarket air filters are unrestricted.

8.5 Oil coolers, filters and their attachments are unrestricted.

8.6 There is no restriction on radiator type, number or placement. Any coolant pipes must be to a safe standard as well as hard piped and insulated if located within the vehicle cabin.

## 9 ELECTRICAL SYSTEM

9.1 All batteries must be secured adequately.

9.2 Batteries mounted in the cabin must be enclosed and vented to the outside unless the battery is a sealed unit.

9.3 A mechanical battery isolation switch for the battery(s) that provide power to the engine, ignition and fuel pump is required. The switch must be within easy reach of both the *Driver* and *Co-driver* when they are seated in the vehicle with their full seat belt harnesses on. It must be clearly marked and it's 'on' and 'off' positions easily recognised. This switch may isolate the battery negative terminal.

## 10 PROTECTION

10.1 Vehicles must be fitted with a minimum of a six point roll cage for rollover protection. The roll cage must be manufactured to NZFWDA, CCDA, ORANZ or Motorsport NZ specifications. Documented proof of cage specification or accredited certification will be required.

# Vehicle Rules for Open Class

## 11 CHASSIS MODIFICATION

11.1 50% of the chassis between the axles, in one continuous section must be from an OEM production based 4WD vehicle.

- (a) It must retain the same number of cross members as OEM.
- (b) It must retain factory profile.
- (c) It may be strengthened.

**12 BODY MODIFICATION**

- 12.1 The vehicle must resemble a volume produced commercial or recreation vehicle.
- 12.2 The bonnet must have a secondary catch.
- 12.3 All vehicles must run a minimum of a half door.
- 12.4 Other body modifications are unrestricted.

**13 ENGINE MODIFICATION AND LOCATION**

- 13.1 There is no restriction on engine type.
- 13.2 There is no restriction on engine location.
- 13.3 The engine may be modified to include:
  - (a) Super chargers.
  - (b) Turbo chargers.
  - (c) Intercoolers.
  - (d) Alternative engine management systems and fuel systems.
- 13.4 Replacement engines from any automotive engine manufacturer are permitted.
- 13.5 Snorkels and aftermarket air filters are unrestricted.
- 13.6 Oil coolers, filters and their attachments are unrestricted.
- 13.7 There is no restriction on radiator type, number or placement. Any coolant pipes must be to a safe standard as well as hard piped and insulated if located within the vehicle cabin.

**14 ELECTRICAL SYSTEM**

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

**15 STEERING**

- 15.1 Open but must have a mechanical linkage / steering brakes disabled if fitted.

**16 SUSPENSION/SHOCKS**

- 16.1 If vehicle has WOF / Rego it can have suspension and as many shock absorbers as the cert plate specifies. Otherwise, open mounting and type, limited to one performance shock per corner and only one triple bypass or coilover per corner.

**17 BRAKES**

17.1 Must be factory style. Four disc allowed. Steering brakes if fitted must be disabled.

**18 PROTECTION**

18.1 Vehicles must be fitted with a minimum of a six point roll cage for rollover protection. The roll cage must be manufactured to NZFWDA, CCDA, ORANZ or Motorsport NZ specifications. Documented proof of cage specification or accredited certification will be required.

## Vehicle Rules for Outlaw Class

**19 CHASSIS**

19.1 Framing for roll cage, body mounting, suspension, etc, may be permanently attached.

19.2 Uni-body or monocoque construction is permitted providing the original rigidity and strength is not compromised in any way.

**20 BODY**

20.1 Open.

20.2 The bonnet must have a secondary catch or a minimum of two locking mounting pins.

**21 SUSPENSION**

21.1 Open.

**22 ENGINE**

22.1 Open.

22.2 Replacement engines from any automotive engine manufacturer are permitted.

22.3 Snorkels and aftermarket air filters are unrestricted.

22.4 Oil coolers, filters and their attachments are unrestricted.

22.5 There is no restriction on radiator type, number or placement. Any coolant pipes must be to a safe standard as well as hard piped and insulated if located within the vehicle cabin.

**23 TRANSMISSION**

23.1 Open

**24 AXLE**

24.1 Open

**25 ELECTRICAL SYSTEM**

25.1 All batteries must be secured adequately.

25.2 Batteries mounted in the cabin must be enclosed and vented to the outside unless the battery is a sealed unit.

- 25.3 A mechanical battery isolation switch for the battery(s) that provide power to the engine, ignition and fuel pump is required. The switch must be within easy reach of both the *Driver* and *Co-driver* when they are seated in the vehicle with their full seat belt harnesses on. It must be clearly marked and it's 'on' and 'off' positions easily recognised. This switch may isolate the battery negative terminal.

## 26 STEERING

- 26.1 Hydraulic is accepted.

## 27 BRAKES

- 27.1 Four working wheel Brakes.  
27.2 Fiddle brakes allowed on all axles.

## 28 PROTECTION

- 28.1 Vehicles must be fitted with a minimum of a six point roll cage for rollover protection. The roll cage must be manufactured to NZFWDA, CCDA, ORANZ or Motorsport NZ specifications. Documented proof of cage specification or accredited certification will be required.

# Vehicle Rules for all Classes

## 29 VEHICLE CERTIFICATION & STANDARDS

- 29.1 Vehicles must be LVVTA certified if required.
- 29.2 NZFWDA has a Public Liability insurance which covers NZ Four Wheel Drive Inc. sanctioned events. This cover is updated annually and at the time of writing (2020) was with Vero Liability. For cover to take effect, the person responsible for a competition vehicle must be affiliated to the Association. All other insurance cover for the event and the vehicle class is the responsibility of the competing *Team*.
- 29.3 All *Competitors* should be aware that NZFWDA Public Liability insurance only applies during an event when a competitor is not competing in a stage.

## 30 FUEL SYSTEMS

- 30.1 The fuel delivery system is unrestricted.
- 30.2 The original fuel tank may be replaced with alternative fuel tanks.
- 30.3 Any "pump" fuel that is readily available from a retail fuel pump is permitted. Non "pump" fuel, such as non commercially produced bio diesel, can be used subject to approval from the Manukau 4WD Club Committee. See Rule Interpretations.
- 30.4 Notwithstanding Rule 30.3, methanol and ethanol fuel is forbidden. See Rule Interpretations.
- 30.5 Alternative fuels such as LPG or CNG may be used, provided vehicles have a current alternate fuel system certificate of fitness if required for the class. See Rule Interpretations.
- 30.6 Supplementary fuel containers or auxiliary fuel tanks may be carried or fitted, provided they comply with applicable legislation and regulations.
- 30.7 Supplementary fuel containers shall be adequately secured behind the cargo barrier or on the rear of a vehicle.
- 30.8 Supplementary fuel containers shall not be carried on the roof of a vehicle.

**31 EXHAUST SYSTEM**

31.1 The exhaust system is unrestricted but where appropriate for the class, must comply with WOF regulations.

**32 LIGHTING**

32.1 Vehicles may be fitted with any number of driving lights, in addition to the standard headlights.

32.2 Auxiliary driving lights may be mounted at the front of the vehicle and/or on a roof mounted light bar.

32.3 All vehicles must have a minimum of one rear facing red tail light and 2 forward facing headlights.

**33 GEARBOX AND TRANSFER CASE**

33.1 Gearbox and transfer case options and ratios are unrestricted.

**34 AXLES & DIFFERENTIALS**

34.1 Differential housings may be strengthened and protected.

34.2 Differential housing options are unrestricted except that reduction hubs and drop axles will not be permitted.

34.3 Internal axle components and ratios are unrestricted.

34.4 Mechanical diff-locks may be fitted.

**35 STEERING MODIFICATION**

35.1 Steering linkages and components may be modified.

35.2 Rear-wheel or four-wheel steering is not permitted.

**36 SUSPENSION MODIFICATION**

36.1 Spring lift is unrestricted.

36.2 Spring and control arm configuration (e.g. from 2 to 4 link) is unrestricted.

36.3 Control arm length and connection may also be modified.

36.4 Suspension bushes are unrestricted.

36.5 Shock absorber types and number are unrestricted.

**37 BRAKING SYSTEM**

37.1 Braking systems can be modified, such as replacing drum brakes with disc brakes, adding boosters, larger callipers, ventilated discs and aftermarket pads or linings.

37.2 Individual wheel braking systems are allowed in Outlaw Class only.

37.3 A secondary or emergency braking system shall be fitted and operational.

**38 WHEELS AND TYRES**

38.1 Wheel rim options are unrestricted.

- (a) Any mechanical bead locks must be certified to LVVTA standard if applicable.
- 38.2 Tyres are restricted to a maximum size of 36.5 inches (930mm) in diameter and 13.5 inches (343mm) in width when measured horizontally at 30psi tyre pressure on the vehicle. Tyres must be type approved for New Zealand roads. *Competitors* shall complete all stages of the event using the original tyres as fitted to the vehicle at scrutineering.
- 38.3 Any spare wheels and tyres must be securely fastened to the vehicle behind the B pillar. A maximum of 2 spare wheels/tyres is allowed.
- 38.4 The wheels and tyres (including spares) cannot be changed for replacements during the course of the event unless, in the opinion of the Event Director or his nominee they are irreparably damaged.
- 38.5 Tyre tread patterns may not be intentionally altered in any way and hand cut tyres of any kind are not permitted in Club Class.
- 38.6 Tractor tyres of any kind are not permitted.
- 38.7 Tyre or wheel chains of any kind are not permitted.
- 38.8 Metal tyre studs are not permitted.
- 38.9 Wheel spacers are permitted provided they are to LVVTA standard.
- 38.10 Spare tyres are optional.

## **39 CABIN**

- 39.1 The interior of the vehicle shall be a safe operating environment for the *Crew* and all heavy objects shall be secured adequately.
- 39.2 Seating type may be OEM or approved after-market automotive seat.
- 39.3 A minimum of a four point seat belt harness shall be fitted for both the *Driver* and *Co-driver* for all competition stages. The top anchor point may anchor both left and right shoulder straps centrally behind the wearer and must be attached at a safe angle not to exceed 45 degrees from the horizontal plane of the shoulders. Harnesses must be adequately secured and the belting shall not be frayed or damaged. Three point lap/diagonal seat belts are not permitted.
- 39.4 Video cameras shall be fastened securely on the dashboard or in the cabin space in such a way that they do not interfere with airbags, nor protrude dangerously into the cabin space.
- 39.5 GPS, trip meters, radios and other accessories may be fitted in the cabin provided they do not interfere with the operation of the vehicle and are unobtrusive.
- 39.6 Any radiator coolant pipes or other fluid lines running through the vehicle cabin must be hard piped and insulated.

## **40 GENERAL PROTECTION**

- 40.1 In soft-top, plastic, or open top vehicles, roof protection shall be installed to protect the *Crew* from intrusions. It shall consist of 2mm minimum thickness aluminium, or 1mm minimum thickness steel sheet, or high impact plastic of equivalent impact strength, and shall extend the full width of the vehicle from the windscreen frame to the roll over protection bar, terminating behind the heads of the *Crew*.
- 40.2 In hard-top vehicles with a sunroof or any other type of roof opening forward of the B pillar, the opening must be covered with a suitable material to protect the *Team* 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 to cover the full area of the opening.

- 40.3 In soft-top/open or wagon type bodied vehicles, a cargo safety barrier manufactured from steel or aluminium shall be installed from floor to roof directly behind the *Driver* and *Co-driver's* seats. It must be attached securely to the vehicle body structure in four or more places. Maximum mesh size 75mm. Nylon or seat belt material will not be accepted.

#### **41 BAR WORK**

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

#### **42 WINCHES**

- 42.1 All vehicles shall be fitted with any make of forward acting recovery winch. Power for winches shall only be taken from the vehicle engine, driveline or vehicle electrical system (except for hand winches).
- 42.2 Auxiliary engines are not permitted.
- 42.3 Winches must have an operational automatic braking system which cannot be manually overridden to prevent un-spooling when winching is halted.
- 42.4 Winches shall be mounted in a secure manner, with grade 8.8 high tensile steel bolts or equivalent, to the chassis, bull bar or bar work, or an engineered sub-frame in a monocoque vehicle.
- 42.5 Multiple winches are permitted.
- 42.6 Hand winches are permitted.
- 42.7 Winches mounted in the cabin must protect the *Crew* from the cable by 1.5mm minimum thickness steel or 2mm minimum thickness aluminium sheet or an equivalent impact strength material.
- 42.8 All winches must use a rated winch hook with functioning keeper latch. A soft shackle may be used in place of a winch hook provided that the winch hook is removed from the winch cable before winching commences.
- 42.9 Winch cable specifications:
- (a) Metal winch cable is not permitted.
  - (b) 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.
  - (c) It must be a minimum size of 8mm or have a minimum load rating of 4,500kgs.
  - (d) It must have a maximum elongation rate of 6% at breaking point.

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

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

#### 43 RECOVERY POINTS AND RECOVERY GEAR

- 43.1 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.
- 43.2 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.
- 43.3 All recovery gear must have a minimum rating of 3.25t.
- 43.4 Soft shackles must be made from the same rope type as specified in 42.9(b) to 42.9(d) above and have a bulbous knot on one end of sufficient size to prevent joint failure and a self-closing loop on the other. It must have a single line diameter of not less than that of the winch rope of the vehicle on which it is being used. It must also have a suitable abrasion reducing sleeve on the bight to reduce cutting damage from sharp implements such as traditional pulley blocks. See Rule Interpretations.

#### 44 COMPULSORY, SAFETY AND RADIO EQUIPMENT

- 44.1 The following equipment shall be carried in/on each vehicle competing:
- (a) One 2kg minimum or two 1kg multi-purpose dry chemical fire extinguishers to cover A B C & E type fires. The contents needle must be showing in the green band. They must have a current service sticker or tag from any recognised fire safety organisation, or proof of purchase within the last twelve months. They must be mounted securely with at least one within easy reach of either *Driver* or *Co-driver* at all times while seated in the vehicle
  - (b) A comprehensive off-highway first aid kit.
  - (c) A portable "Ground Anchor" suitable for the vehicle size.
  - (d) A suitable size vehicle jack, jacking plates and wheel brace.
  - (e) Recovery kit to include the following items in good condition:
    - 1 flat stretch strop or nylon rope rated to minimum 8,000kg and minimum length of 5m,
    - Tree trunk protector(s) with a minimum 75mm web width. Any metal rings attached to tree trunk protectors must be rated minimum 3.25t.
    - 1 snatch block of suitable size,
    - 2 pairs of winching gloves,
    - 2 x 3.25t (min) rated bow shackles and/or 2 x soft shackles,
    - 2 Cable Dampeners, physical size 900mm x 500mm, weight 1 kilogram minimum dry weight.
- 44.2 The safety helmets must comply with relevant New Zealand Standards (NZS5430), Australian Standard 11698 or equivalent. Safety helmets must be correctly worn by *Competitors* whilst in the vehicle when competing on off-highway stages.
- (a) Safety helmets and straps must be free from damage and fit the wearer correctly.



- (b) Safety helmets must not have extra holes drilled in the helmet thus destroying its approved safety standard.
- (c) Safety helmets must be of the full-face type if the vehicle is running with no windscreen. The use of goggles with open face helmets is considered an acceptable alternative.

44.3 Each *Crew* shall have a functioning PRS 2W (minimum) radio for communication.

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

44.5 Additional tool kits, tyre repair kits and spare parts are the responsibility of individual *Crews*. Spare parts may be shared with, or assistance given to other *Crews* without penalty. Refer to Rule 48.10 for definition of Outside assistance.

## 45 VEHICLE SIGNAGE

45.1 *Teams* are allowed to fix any kind of advertising to their vehicles, provided that:

- (a) It is not likely to be offensive as judged by the Event Director.
- (b) It does not encroach into areas reserved for event sponsors, competition numbers and event labels.

Reserved areas are as follows:

Both sides of bonnet 500 x 200mm

Both front doors 400 x 400mm in a prominent position sited high on the door

- (c) As a courtesy to sponsors, all competition vehicles are to have their advertising clean when on public roads.

45.2 Manukau 4WD events require team numbers to identify *Teams*.

- (a) Team numbers obtained from any other issuing authority are acceptable for use in a Manukau 4WD event providing there is no duplication of numbers. In the case of a duplication, the Event Director will issue temporary numbers to those affected *Teams*.
- (b) *Teams* who enter an event without a team number will have a temporary number allocated by the Event Director.

45.3 The *Teams* team number must be displayed on the vehicle as follows:

- (a) On both sides of the vehicle in a prominent position.
- (b) Using numbers with a minimum height of 200mm and of a high contrast making them easily readable.

## 46 SCRUTINEERING

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

46.2 *Crews* are required to report to scrutineering with the following items and documents:

- (a) Driver's licenses for both *Driver* and *Co-driver*.

- (b) Proof of membership of the NZFWDA.
  - (c) Current New Zealand Vehicle Registration if required for the vehicle class.
  - (d) Warrant of Fitness if required for the vehicle class.
  - (e) Confirmation of current Third Party insurance cover for NZ if required for the vehicle class.
  - (f) Current record of vehicle modification and roll cage compliance or documented specification or otherwise accredited roll cage certification.
  - (g) Certification plates will be checked for compliance of major items.
- 46.3 The vehicle shall be roadworthy and presented in a ready-to-start condition including adequate fuel, all camping gear (if required) including a garbage bag, all compulsory equipment and recovery gear, spares and tools etc.
- 46.4 A second and final scrutineering inspection at a later time may be applied for, should the vehicle fail to meet event requirements at the initial scrutineering.
- 46.5 Any vehicle that fails to pass the scrutineering process will be excluded from starting the event.
- 46.6 If any competing vehicle is damaged so as to be unsafe, the *Crew* must repair that damage to the scrutineer's satisfaction.
- 46.7 The Scrutineer, or their delegate, has the right to check any vehicle at any time during the competition and to require that vehicle to be repaired to the scrutineer's satisfaction, or be excluded from the event.

## Competition Rules

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

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

### 47 GENERAL RULES

- 47.1 Both the *Driver* and *Co-driver* shall hold a current NZ, Australian or International Drivers Licence.
- 47.2 *Drivers* and *Co-drivers* shall wear correctly certified crash helmets that comply with relevant New Zealand Standards (NZS5430), Australian standard 11698 or equivalent, whilst in the vehicle when competing on all off-highway stages.
- 47.3 *Drivers* and *Co-drivers* shall wear a minimum of a three-point seat belt harness, while in the vehicle when competing on all off-highway stages.
- 47.4 *Officials* have the right to refuse any *Competitor* to compete in a stage if the vehicle has mechanical problems such as an inoperative winch or loss of 4WD capabilities etc.
- 47.5 *Team* starting order will be set by the Event Director.
- 47.6 The *Driver* shall align the most forward part of the vehicle with the starting pegs at the start of any stage, as guided by the starting *Official*. No vehicle may reverse out of the back of the start box once under starter's orders.

- 47.7 The timing of a stage will cease when the front two wheels of the vehicle have passed the two entry pegs of the finish box and the vehicle has come to a complete stop within the box. If the *Co-driver* is outside the vehicle as the vehicle enters the finish box, timing will not cease until both *Driver* and *Co-driver* are seated with their seat belt harnesses fastened. *Teams* shall not move from the finish box until released by the time-keeper.
- 47.8 No passengers other than the *Driver* and *Co-driver* combination are allowed in the vehicle during competition stages.
- 47.9 Each *Team* shall start in its respective ballot order, unless the Stage Manager grants prior permission or the Event Director instructs otherwise.
- 47.10 A DNF (Did not Finish) time will be set for each stage prior to the first vehicle on that stage and shall remain that time for the duration of the event.
- 47.11 All stages will be scored with points being allocated in order of merit, from the fastest to the slowest time taken to complete the stage, minus any penalties incurred. One or more stages may be graded with points being allocated for distance achieved.
- 47.12 The Event Director may choose an alternative method of scoring for any stage.
- 47.13 A stage course can be marked by pegs, arrows, pegged gates, bunting or stated as a formed track. See Rule Interpretations.
- 47.14 Should a DNF be called and a recovery is required, the Stage Manager will be in charge of any recovery operations (in consultation with the *Driver*) by either controlling the recovery personally, or by nominating a *Competitor* or *Official* as recovery leader. In the interest of safety, all *Competitors* shall abide by the recovery leader's instructions. Only one recovery leader will be nominated for any recovery.
- 47.15 The issue of a Traffic Offence Notice by NZ Police to a participating vehicle during the course of the event may result in Event Disqualification of that *Team*.
- 47.16 *Officials* may remove an obstacle or item from the track if it is deemed to be a safety hazard or likely to disadvantage trailing *Competitors*.

## 48 COMPETITION RULES AND PENALTIES

Rules of Conduct		Penalty for Infringement
48.1	No alcohol shall be consumed prior to, or during any stage, until the day's event is completed. During stages all <i>Competitors</i> and <i>Officials</i> must maintain a zero balance. Random breath tests may be done.	Event Disqualification
48.2	No <i>Driver</i> or <i>Co-driver</i> shall seek favour from, influence, manipulate, obstruct or interfere with the duties of any member of the Competition Committee or trackside <i>Officials</i> .	Event Disqualification
48.3	No <i>Driver</i> or <i>Co-driver</i> shall interfere, or tamper with, any other <i>Team's</i> vehicle whatsoever. Any <i>Competitor</i> found doing so shall be immediately disqualified.	Event Disqualification
48.4	Radios shall not be used to transmit track information to other <i>Competitors</i>	Stage Disqualification
48.5	No <i>Driver</i> or <i>Co-driver</i> shall receive information on track conditions from any person.	Stage Disqualification
48.6	Unless permitted by the Event Director, <i>Teams</i> must remain in the holding area or other areas as directed by the marshal and may not enter and view a stage until they have completed that stage.	Stage Disqualification
48.7	The <i>Driver</i> and <i>Co-driver</i> combination shall remain the same for the entire event. Alternating between <i>Driver</i> and <i>Co-driver</i> for any particular stage is allowable, unless specified otherwise by the Event Director for a particular stage. Substitution on medical or other grounds is at the discretion of the Event Director.	Event Disqualification
<b>Competition Rules</b>		
48.8	<b>Risk of harm:</b> No action by any <i>Driver</i> or <i>Co-driver</i> shall expose any person to harm or risk of harm.	10 points
48.9	<b>Safety issue:</b> <i>Officials</i> have the right to intervene and redirect any <i>Team</i> during a stage, if there is a risk of a dangerous incident to any person or vehicle. If <i>Officials</i> direct, the <i>Team</i> must co-operate with the <i>Official</i> . Failure to do so will result in stage disqualification. The <i>Official</i> will alert the <i>Team</i> by any means possible.	Stage Disqualification
48.10	<b>Outside assistance:</b> (a) If a <i>Team</i> receives any outside assistance during the running of a stage they will be penalised. (b) When in a competition stage a <i>Team</i> may only use the equipment, fuel and oils, tools and spares, in or on the vehicle at the start of that stage. Anything brought in to the stage after timing commences will incur a penalty. (c) Outside assistance by radio or otherwise is not permitted while a <i>Crew</i> is competing in a stage.	Stage Disqualification
48.11	<b>Improper behaviour:</b> No <i>Driver</i> or <i>Co-driver</i> shall engage in abuse of, or improper behaviour toward, any <i>Official</i> . No <i>Driver</i> or <i>Co-driver</i> shall fail to comply with any reasonable direction of any <i>Official</i> .	Stage Disqualification

48.12	<b>Loose recovery gear:</b> 2 tree trunk protectors, 2 soft shackles and 2 cable dampeners may be carried on the front passenger floor. All other equipment carried inside the cab forward of the cargo barrier must be firmly secured to prevent movement.	Stage Disqualification
48.13	<b>Seat belts:</b> Seat belt harnesses of both <i>Driver</i> and <i>Co-driver</i> must be correctly worn and fastened any time the vehicle is in motion.	10 points
48.14	<b>Helmets:</b> Helmets must be correctly worn while in the vehicle on all competition stages.	Stage Disqualification
48.15	<b>Seating:</b> The <i>Co-driver</i> shall be seated in the vehicle at the start and finish of each competitive stage. Timing shall not cease until both <i>Driver</i> and <i>Co-driver</i> are seated in the vehicle with their seat belt harnesses fastened.	10 points
48.16	<b>Jumping the start:</b> No vehicle shall leave the start box until “GO” is called.	10 points
48.17	<b>Unsafe practice:</b> Neither the <i>Driver</i> nor <i>Co-driver</i> shall ride on the outside of, nor attempt the pushing or pulling of the vehicle while on a stage.	10 points
48.18	<b>Course boundary:</b> No track or <i>Course boundary</i> peg shall be struck by a vehicle, <i>Competitor</i> or equipment such that it falls and remains on the ground and no track or <i>Course boundary</i> marker tape shall be broken or deliberately removed.	10 points
48.19	<b>Remaining on the course:</b> If at any time <b>all</b> four wheels of a competing vehicle are outside the <i>Course boundary</i> , you will be penalised. See Rule Interpretations.	Stage Disqualification
48.20	<b>Controlled hazard:</b> This is an area where you are not permitted to re align or make a second attempt. Should you do so you will be penalised without warning. This will be clearly indicated by <b>entry</b> 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 <b>exit</b> of the hazard. When both <b>front</b> wheels pass the imaginary line between the <b>entry</b> markers and <i>Loss of forward momentum</i> or <i>Excessive track damage</i> is experienced, you must commence winching. <i>Re-positioning</i> is still allowed to ensure safe winching practice. See Rule Interpretations. Winching may cease when the <i>Competitor</i> thinks he has full traction.	10 points
48.21	<b>Excessive track damage:</b> If in the view of the marshal you are losing traction and the track is at risk of being cut up unfairly for trailing <i>Competitors</i> , he will notify you with one blast of an air horn of <i>Excessive track damage</i> and you must commence winching. If you continue damaging the track you will be penalised without further warning. <i>Excessive track damage</i> while winching will also be penalised. See Rule Interpretations. <b>Note:</b> If the marshal does not have an operational air horn he must convey this message clearly to the <i>Driver</i> verbally, by whistle, hand signals, the waving of a red flag or by any means available to him.	10 points

48.22	<p><b>Deemed stuck:</b> If in the view of the marshal you have lost traction and forward momentum, he will notify you with one blast of an air horn that you are <i>Deemed stuck</i> and you must commence winching. If you continue to drive you will be penalised without further warning. <b>Note:</b> If the marshal does not have an operational air horn he must convey this message clearly to the <i>Driver</i> verbally, by whistle, hand signals, the waving of a red flag or by any means available to him. See Rule Interpretations.</p>	10 points
48.23	<p><b>Hand protection:</b> Sturdy gloves shall be worn at all times when handling a winch cable. Fingerless gloves are not acceptable. See Rule Interpretations.</p>	10 points
48.24	<p><b>Tree trunk protector:</b> A tree trunk protector shall be used in all winching situations around the anchor point, whether supplied with a specially provided anchor post, an anchor tree, dead or alive unless a chain or other winching point has been provided by the track <i>Officials</i> for use by the <i>Competitors</i>.</p>	Stage Disqualification
48.25	<p><b>Cable under tension:</b> A <i>Competitor</i> 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. 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 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. See Rule Interpretations.</p>	10 points
48.26	<p><b>Cable dampener:</b> 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 metal shackle used in any recovery operation.</p>	10 points
48.27	<p><b>Stand clear call:</b> No action by the <i>Driver</i> or <i>Co-driver</i> shall expose <b>any person</b> to harm or risk of harm during any recovery operation. The <i>Driver</i> or <i>Co-driver</i> shall be responsible for verbally warning any bystanders effectively including marshals, when a winch recovery is about to <b>commence or recommence</b>. It is not sufficient to just call "Stand Clear Winching". If you neglect to ensure that the area is clear and safe before you start winching you will be penalised. See Rule Interpretations.</p>	10 points

48.28	<b>Maintain safe distance from cable under tension:</b> A <i>Driver</i> or <i>Co-driver</i> shall not stand directly between an anchor point and a vehicle being winched and shall remain a minimum distance of <b>3m</b> from the cable, except to check the winch drum or reposition the dampener and then only if the <b>vehicle and winch are stationary</b> .	10 points
48.29	<b>Insecure winch cable:</b> At all times, other than when actually being used for winching, winch cables and hooks shall be fully rewound onto the drum, bull bar, bumper or winch horns and be securely hooked before the vehicle moves. If the vehicle moves off with insecure winch cables or hooks or they subsequently come loose during a stage you will be penalised.	10 points
48.30	<b>Stowing the winch cable:</b> Handling the winch cable while the <i>winch</i> is in <i>operation</i> is not permitted at any time while <i>Stowing the winch cable</i> . See Rule Interpretations.	10 points
48.31	<b>Insecure equipment:</b> When not undertaking a recovery procedure, all equipment including recovery equipment and ground anchor shall be secured inside, or to the vehicle when the vehicle is on the stage including the finish box except for loose recovery gear as provided for in Rule 48.12 above.	10 points

48.32 Disputes arising from penalties must be recorded on the score sheet on completion of a stage. The dispute must be followed up by the *Competitor* with the Event Director or his nominee on the same day including payment of the \$20 cash penalty dispute fee. In making a decision, the Event Director or his nominee will consult both the *Competitor* and marshal(s) involved. The option of a formal protest remains as per Rule 52.

#### 49 FAILURE TO START (DNS)

49.1 A *Team* that fails to present the vehicle at the starting line in a ready-to-start condition in the allocated order at the required time without the prior permission of the Competition or Stage Manager shall be awarded a DNS (Did not Start) and no score or penalty points shall be allocated for that stage.

49.2 In the event that a mechanical defect causes the above such failure the *Team* may, at the discretion of the Stage Manager, be allowed the time remaining for all *Teams* still in that *Group* to complete that stage plus 15 minutes to repair their vehicle and present it at the start line.

49.3 No *Team* may start a stage unless the vehicle winch is fully operable.

#### 50 FAILURE TO FINISH (DNF)

50.1 The following shall result in a *Team* being awarded a DNF (Did not Finish) of 20 points and require that the *Team* immediately remove its vehicle from the course to allow other vehicles to start:

- (a) When the *Team* fails to complete the stage in the allotted time.
- (b) When a *Team*, makes an *Honest attempt* to complete the stage and chooses not to continue or fails to continue, due to a mechanical fault or otherwise.

50.2 Should a DNF be called and a recovery be 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.

**51 SCORING**

- 51.1 *Teams* that DNS (Did not start) a stage, or receive a stage disqualification, will receive zero points on that stage.
- 51.2 *Teams* that DNF (Did not finish) a stage after making an *Honest attempt*, will receive 20 points on that stage.
- 51.3 *Teams* 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:

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

- 51.4 Additional points may be accrued on stages for distance achieved. These points are in addition to the standard points accrued on a stage. For example, first place getter is awarded 100 points for finishing first plus the grading points for that stage, second place gets 95 points plus the grading points for that stage etc.
- 51.5 Penalties incurred on a stage will be deducted from the points awarded to determine the *Team's* placing on that stage. The fastest time will not necessarily win the stage.
- 51.6 A *Team* will not incur penalties in a stage above any score it gains in that stage.
- 51.7 The *Team* 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.

**52 PROTEST**

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



# Rights of Organisers

## 53 RIGHTS OF ORGANISERS

53.1 The organisers reserve the right to:

- (a) Refuse any entry, without giving any reason whatsoever.
- (b) Abandon, cancel, postpone or shorten the event, or any stage, without due notice in the event of any unforeseen circumstances. No claims whatsoever of any kind shall be entertained due to the abandoning, cancellation, postponement or shortening of the event.
- (c) Exclude any person or vehicle that fails, at any time throughout the event, to meet the scrutineering or administrative guidelines as set out in this event guide, or penalise as the Event Committee sees fit.
- (d) Cancel any stage or other section of the event at any time, for safety reasons including when some *Teams* have already completed the stage,
- (e) Disqualify any *Team* that fails to abide by any rules set out in this event guide and any supplementary amendments or any instructions from the event *Officials*.

53.2 Any person or *Team* disqualified or excluded may be required to leave the vicinity of the event and the properties at which the event is being held.

# Indemnity

## 54 INDEMNITY

54.1 By entering and participating in the event the *Teams* agree that:

- (a) The organisers, *Officials* and event sponsors are not held liable in any accident or incident caused to the *Competitors* or their vehicles during the course of the event.
- (b) The organisers and event sponsors will not be held liable for any breach of any laws or regulations. The *Competitors* 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.
- (c) The *Competitors* will have no claim whatsoever against the organisers or sponsors of the event. It is the responsibility of each to have in force a valid insurance cover against third party liability.
- (d) All *Competitors* shall agree to, and sign an indemnity form before the start of the event. Failure to do so will render the *Competitor* ineligible to start, with no refund of the entry fee.

# Additional rules and rule changes

## 55 EVENT SPECIFIC RULES

Event organisers wishing to add to this rule set should do so in a separate '**Supplementary Rules**' document issued to *Competitors* specifically for that event. These rules should be for unique local conditions and event specific requirements, and should not override any existing rules to ensure that the safety precautions of these Manukau 4WD Club Winch Challenge Competition Rules remain in place.

## 56 RECENT RULE CHANGES

Manukau 4WD Club Inc. has incorporated rules to allow for the use of soft shackles. Dated 01/09/2020.

Manukau 4WD Club Inc. has removed rules for Standard Class as that class has never competed in an event. Dated 01/09/2020.

Manukau 4WD Club Inc. has added rules for Outlaw Class. Dated 01/09/2020.

Manukau 4WD Club Inc. has removed rules for Challenge Class as that class has had diminished entries for some years. Dated 15/09/2020.

## 57 PENDING RULE CHANGES

These future rule changes may be brought in as scheduled rule changes during the competition year or as part of a future version.

**There are currently no pending rule changes.**

The rules committee is always looking at ways of improving the safety and enjoyment of this 4WD event. As with any new changes we value your comments. Please email your written submissions on these and any other changes to [events@manukau4wd.org.nz](mailto:events@manukau4wd.org.nz).

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Any clarification or information required with regard to the rules and regulations laid down in these winch challenge rules prior to an event can be sought from Manukau 4WD Club Inc. (email [events@manukau4wd.org.nz](mailto:events@manukau4wd.org.nz)).

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

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# Glossary of Terms

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

**Competitor** is a *Driver* or *Co-driver*.

**Course boundary** is that line marked by *Course markers*, and where not so marked, is the formation boundary of the formed track nominated or described by the Stage Manager.

**Course marker** is a peg, arrow, pegged gate or bunting continuous or non-continuous.

**Crew** is a *Driver* and *Co-driver*.

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

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

**Excessive track damage** 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** comprises two or more *Teams*, the members of which are determined by the Event Director or his nominee . A *Group* may be comprised for transport or competition purposes.

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

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

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

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

**Re-aligning** is choosing an alternative driving line within the bounds of the course, provided you have not been *Deemed stuck*.

**Stowing the winch cable** is securing the winch cable to the vehicle via cable horns, the recovery hook, a spring, or any other cable stowing system for Rule 48.30 (Insecure winch cable).

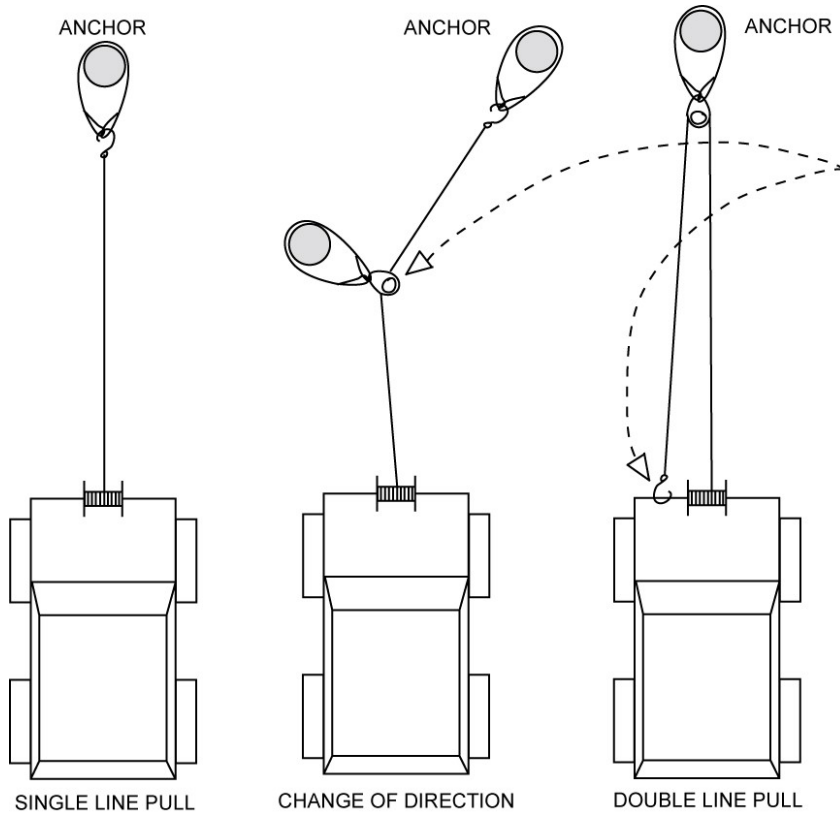
**Team** consists of a *Driver* and a *Co-driver* in one vehicle.

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

# Rule Interpretations

## 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 *Competitor* 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 or handle it in any way. The cable is deemed live and *under tension*. Spooling out too much cable, attaching it to the winching anchor point either directly or via a pulley block or blocks, and then feeding the excess cable back onto the drum, is deemed handling a *cable under tension* and you will be penalised.

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

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

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

## Course Definition:

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

**Deemed stuck:**

Is defined as the loss of traction and/or forward momentum as viewed by the marshal. If the marshal thinks you are unable to clear an obstacle, he will notify you with one blast of an air horn. You must then commence winching or you will be penalised without further warning.

**Excessive track damage:**

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 notify you of *Excessive track damage* with one blast of an air horn. This means “**Commence winching**”. If you continue with *Excessive track damage* you will be penalised without further warning.

**Excessive track damage 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 track damage* while winching. If you continue with *Excessive track damage* you will be penalized without further warning.

**Fuel Types**

“Pump” fuel is defined as any fuel that is available from a retail fuel pump. It includes, but is not limited to, petrol, diesel, commercially produced biodiesel, avgas, race fuel and alternative fuels such as LPG and CNG. *Competitors*’ attention is drawn to the fact that fuels containing lead are not permitted to be used on New Zealand public roads.

Approval of non-“pump” fuel will generally be approved if its use does not disadvantage other *Competitors* and it burns in air with a visible flame.

The ban on methanol and ethanol does not include ethanol blends such as Gull's Force 10.

The intent of the fuel rules are to promote a level playing field by formalising the use of existing fuels and to have a fuel that burns with a visible flame as a safety measure in case of an accident.

**Ground Anchors:**

A ground anchor must not be connected to the winch cable until it is ready to be set. *Competitors* may handle a ground anchor until the anchor is “set” (anchor movement has ceased) at which point they must stand clear. Should the anchor “un-set” it may be handled again to re-set. When moving to a new position the ground anchor must be disconnected from the winch cable. At all other times the *Competitor* must remain clear as per Rule 48.25.

**Hand Protection:**

*Rule 48.23: Sturdy gloves shall be worn at all times when handling a winch cable.*

The *driver* or *co-driver* will be penalised for handling the cable with only one glove or fingerless gloves. Any time you intend handling the cable you must wear both gloves. This is designed to make it easy for 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.

**Re-positioning:**

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

Note: *Excessive track damage* during *Re-positioning* will be penalised!

**Re-aligning:**

You will be allowed to *Re-align* as many times as you like anywhere within the bounds of the course **provided you have not been Deemed stuck**. 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 *Re-aligning* the marshal gives you one blast of an air horn, you are then **Deemed stuck** and you must commence winching. If you fail to commence winching, you will be penalised without further warning.

### Remaining on the course:

Where the *Course boundary* is not marked by bunting or stated as a formed-track, driving around the wrong side of a *Course marker* will be considered as outside the *Course boundary* once the vehicle passes on the correct side of the next *Course marker*.

Should the *Team* realise their mistake, and return back on the same path to the missed *Course marker* and pass it on the correct side before correctly passing the next *Course marker*, they will not be penalised beyond the natural penalty of the additional time incurred.

### Soft Shackle:

A Soft Shackle offers a strong lightweight alternative to a metal shackle. It was originally developed around 2009 in the sailing fraternity to replace dangerously flapping steel sheet connections. In 4WD competitions it can be used to replace traditional shackles and winch hooks, offering a much safer alternative. It is made of rope and has a bulbous knot on one end and an automatically closing loop on the other. The shackle is set when the loop is passed over the bulbous knot and the slack is taken up. Internet search 'soft shackle'.

### Stand Clear Call:

Rule 48.27: The *Driver* or *Co-driver* shall be responsible for verbally warning bystanders effectively, when a recovery is about to commence or recommence.

We require the *Driver* and *Co-driver* to share in the responsibility of ensuring that any bystanders, including marshals, are out of all 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".

### Stowing the winch cable:

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

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

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

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

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

