



REGULATIONS AND SPECIFICATIONS FOR THE 2009 MSA NORTHERN REGIONS 4X4 CHALLENGE CHAMPIONSHIP SERIES

MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR 16/2009

1. VALIDITY OF THE REGULATIONS

Applicable for the year 2009

2. ELIGIBILITY OF COMPETITORS

The Championship is open to all competitors who comply with Art.1 of the current National 4x4 Challenge regulations and who reside in the Northern Region or Kwazulu Natal.

3. ELIGIBILITY OF VEHICLES

The regulations and Specifications for the Northern Regions 4x4 Challenge Championship are the same as those for the National Championship contained in the White Book, except for those changes detailed below:

3.1 Standard Production Vehicles (Northern Regions Championship Class)

No changes or modifications are permitted except for the following:

- 3.1.1 The vehicles must be roadworthy and licensed. Proof to the Scrutineers' satisfaction may be required.
- 3.1.2 The standard production chassis and body shell, including the doors, windscreen, load body, mudguards and bonnet must be retained and neither the shape nor the material may be altered. Reinforcement may be made to these components.
- 3.1.3 Bumpers may be removed and replaced with bumpers or bush bars not detracting from the looks and image of the vehicle, to the discretion of the Scrutineers.
- 3.1.4 A body lift kit may be fitted provided that the vehicle retains roadworthiness.
- 3.1.5 Running boards may be removed and guards, to protect the sides and underside of the vehicle, may be fitted.
- 3.1.6 Doors may not be removed unless the manufacturer provides this facility by means of a quick release system. Safety nets must be fitted in the absence of the doors.
- 3.1.7 Molded rubber or plastic wheel arch flares may be added but the original bodywork must remain standard.
- 3.1.8 Limited slip or locked differentials may be installed in the rear axle.
- 3.1.9 The suspension mounting points may be modified or reinforced but the original suspension type (i.e. leaf or coil springs, beam axles or independent suspension) must be retained.
- 3.1.10 The engine, transmission system and axles must be items used in production vehicles by the same manufacturer and model as the body and chassis and may not be modified.
- 3.1.11 The vehicle must have factory fitted roll over protection (hard top) or alternatively be fitted with a roll bar in the case of a bakkie or soft-top. A bracing cross in the roll bar is highly recommended but is not compulsory.

3.2 Open Class (Non-Championship Class)

- 3.2.1 This is an open class to accommodate all types of 4x4 vehicles as well as Two-Wheel Drive buggies.
- 3.2.2 Differentiation between the various vehicle types and modifications will be done by means of a handicap points system. The handicap for a specific vehicle will be determined at scrutineering. The handicap will be added to the competitors overall score for the day.
- 3.2.3 The basic guideline for the handicap points system will be:

Axles	2x4	+100
	No Diff lock/LS	+50
	1 Diff lock/LS	0
	2 nd Diff lock/LS/Traction Control	-50
	Steerable rear	-50
Body	Shortened	-50
	DIY (Non-Standard)	-100
Wheel Travel	Center of hub to bottom of wheel arch > 590mm	-50
Suspension	Leaf springs	+50
	Coil Springs	0
Tyre Size	≤ 31"	+50
	>31" but < 35"	0
	≥ 35"	-50
Fiddle/split brakes	1 axle	-25
	2 nd axle	-25
Body leveling	Hydraulic or Pneumatic	-50

- 3.2.4 Only differentials from lightweight standard production vehicles (below 3500kg GVM) may be used.
- 3.2.5 The vehicle must have factory fitted roll over protection (hard top) or alternatively be fitted with a roll bar in the case of a bakkie or soft-top. A bracing cross in the roll bar is highly recommended but is not compulsory.
- 3.2.6 This class will also make use of up to 8 (eight) bonus obstacles, which will have a maximum score of 100 points. Only drivers with a handicap of -100 (minus one hundred) or more may attempt the bonus obstacles.

4. **CLASSES**

Super Modified
Modified Short Wheelbase
Modified Long Wheelbase
Modified
Standard Production

5. **EVENTS TO COUNT TOWARDS THE NORTHERN REGIONS 4x4 CHALLENGE CHAMPIONSHIP SERIES**

The Northern Regions 4x4 Challenge Championship Series will consist of six (6) events as per the 2009 MSA Calendar of which the best five events will count towards the Northern Regions 4x4 Challenge Championship. The 5(five) points awarded for starting an event, will not be dropped. (Refer GCR 233).

6. **POINTS SCORING**

The driver and co-driver of a specific vehicle will be awarded the same amount of points. Allocation of class points to competitors, within their specific class are as follows:

6.1 Five (5) points for starting an event.

6.2	1st - 30 points	5th - 12 points	9th - 4 points
	2nd - 25 points	6th - 10 points	10th - 2 points
	3rd - 20 points	7th - 8 points	
	4th - 16 points	8th - 6 points	

6.3 If any class draws less than six (6) starters, the allocation of class points for that specific class will be as follows:

6 or more starters	Full points
5 starters	from 2nd place
4 starters	from 3rd place
3 starters	from 4th place
Less than 3 starters	No points

6.4 In case of a tie at an event, the following procedures will be followed

3.6.4.1 For the purpose of championship points to be awarded, class points for the positions the competitors would have achieved if it wasn't a tie, will be added together and divided equally between the competitors.

3.6.4.2 Class points will only be allocated to competitors if they achieve a minimum of twenty percent (20%) of the highest score for the day in their specific class

7. AIM OF THE NORTHERN REGIONS 4X4 CHALLENGE CHAMPIONSHIP SERIES

7.1 The aim of the Northern Regions 4x4 Challenge Championship Series is to declare a Northern Regions 4x4 Challenge Class Champion Driver and Co-driver in each class.

7.2 The competitors with the highest class-points in each of the classes will be declared the Northern Regions 4x4 Challenge Class Champion Drivers and Co-drivers.

7.3 MSA will only declare Northern Regions Class Champion Drivers and Co-drivers if a minimum on average of six (6) competitors entered the class in at least five (5) Northern Regions 4x4 Challenge Championship Events during the year. (Refer GCR 230 and 234).

7.4 In the case of a tie at the end of the season the competitor's position will be determined by taking into account firstly the number of class wins and progressing down the scoring until the tie is broken. (Refer GCR 229).

7.5 If this is still ineffective, MSA shall declare the winner on such a basis as it deems fit.

8. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship shall be the MSA Northern Regions Regional Committee.