



NATIONAL 4X4 CHALLENGE CLUB

- ANNUAL GENERAL MEETING – 2011 -

- MINUTES OF MEETING -

DATE: 14 AUGUST 2011

TIME: 9:00

LOCATION: PREMIER HOTEL OR TAMBO, KEMPTON PARK, JHB

1. SECTION A: AIM OF MEETING

- The AGM is an annual meeting for the National 4x4 Challenge Club.
- During the meeting feedback will be given about the year's successes and areas in which there has to be improved.
- The strategies and goals of the club will be discussed.
- Suggestions for rule changes and other challenge relevant issues will be discussed.
- Sponsors, future sponsors and fund raising initiatives can also be discussed.

2. SECTION B: RECOMMENDATIONS FOR AGM

- All classes are encouraged to internally discuss the AGM points prior to the meeting either the morning prior to the meeting or during the prize giving of the Gauteng Challenge.
- Copies of the AGM discussion points must be made by club members themselves.
- All club members are encouraged to make sure they understand what they are voting for if a point comes up that requires voting by members. If there is any uncertainty, please ask. If there is still any uncertainty, members should rather not vote for that specific point. Members should not feel that they are intimidated or coerced into voting for a certain point by others.

3. SECTION C: GENERAL RULES FOR AGM

All club members that take part in the AGM should familiarise themselves with the following:

1. Anyone that is found guilty of the following will be asked to leave the meeting immediately:
 - a) Manipulating behaviour
 - b) Intimidation
 - c) Aggressive verbal or non-verbal behaviour
 - d) Preventing or hindering discussions
 - e) Non-respect towards members or sponsors
2. Only club members with a valid MSA 4x4 Challenge License that is taking part in the Challenge Series can participate and vote during the AGM.
3. No proxies are allowed. Competitors are allowed to provide their views on AGM points in writing prior to the meeting and this will be read out load during the meeting.

4. SECTION D: SEASON FEEDBACK

1. Feedback on the successes of the past year will be given by the Club Chairman.
2. The National 4x4 Challenge Club budget and current funds will be discussed by the Treasurer.
3. Sponsorships
4. Strategy for the 2012 Season
5. Fund raising initiatives for the 2012 Season
6. General feedback by class representatives for 2010/11:
 - 6.1 Super Modified Class – Hesma Swart
 - 6.2 Production Modified Class – Stefan Hefer



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- 6.3 Modified Class – Bruce Swatton
- 6.4 Street Legal Locker Class – Machiel Oberholer
- 6.5 Standard Class – Fred Harrison
- 6.6 Open Class – Herman Barnard

5. SECTION E: AGM DISCUSSION POINTS

- 5.1. Real-time scoreboard. The aim is to have a real-time scoreboard available during challenges that will show the points of the competitors as the day progresses.
 - The committee will look into the possibilities for such a system. The main concern that needs to be addressed is logistics – getting the information into such a system and getting managing it.
- 5.2. Information boards. Place information boards around the tracks that explain Challenge rules for spectators.
 - The committee will create these boards for the next season.
- 5.3. Competitor starting positions. A numbered ball system to be used or plastic labels should be drawn by the head marshal out of a bag instead of folded pieces of paper in a hat to determine starting positions.
 - The committee will look into the possibilities for such a system.
- 5.4. Scrutineering suggestions (the aim is to complete scrutineering on time):
 - 5.4.1. Every class has their own scrutineer from the class and the head scrutineer only does spot checks and checks and signs-off vehicles that rolled.
 - 5.4.2. Every competitor does their own scrutineering and head scrutineer does spot checks and checks rolled vehicles.
 - 5.4.3. Scrutineering starts at 7:00 and if a competitor's paperwork is not handed in before 08:15, the vehicle will not be scrutineered.
 - Each driver completes his/her own check list and scrutineer does a spot check. This check sheet will serve as an indemnity form. Driver will be warned or fined for each error on check sheet, depending on the severity of the indiscretion. New drivers that enter the sport will be scrutineered fully on the day. The check sheet and warning/fine levels need to be determined by the Committee and Scrutineers. The first challenge of the year will be used as a full scrutineering opportunity and will need to start early. The cut-off times will be enforced – cut-off time will be 08:15.
- 5.5. The AGM. The effectiveness of the AGM should be investigated. Intimidation occurs too easily during AGM's. Issues need to be handled in the respective classes and then referred to the committee. The aim is to rather focus on problems and frustrations and then come forward with suggestions. There should be looked at whether the Committee should not rather make decisions and then members can appeal against them. There should also be looked at how other forms of motorsport make decisions and conduct their AGM's.
 - Noted. No action or decision was made.
- 5.6. Committee election.
 - 5.6.1. Class Representatives.
 - 5.6.1.1. More thought should be placed in selecting class representatives by class members.
 - 5.6.1.2. Class representatives should not be elected during an AGM. Representatives should rather be elected as follows:
 - Nominations should be sent the Club Chairman and Vice-Chairman via e-mail or fax.
 - These nominations should then be sent by the Chairman and then the class members can vote.
 - Class members then vote.
 - The class members will then be informed of the results via e-mail.
 - 5.6.1.3. The aim of the above election procedure is to keep all votes confidential, to prevent intimidation and to ensure that the class representative plays an important role in the committee.
 - Noted. No action or decision was made.
 - 5.6.2. Chairman and Vice-Chairman.
 - 5.6.2.1. The Committee needs to decide before an AGM who they suggest for the positions.
 - 5.6.2.2. The club members can then appeal the decision, with valid reasons.



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- 5.6.2.3. The reason is that the Committee has a better understanding of who shows leadership and has the sports best interests at heart.
- 5.6.2.4. No election will take place for Chairman, Vice-Chairman or MSA Representative during this AGM. The 2010 AGM Minutes shows that the Chairman and Vice-Chairman has been elected for a period of two years. The MSA Representative's term ends in 2013.
- **Noted.** The above was disputed by certain club members and Izak Maritz was nominated as new Chairman by these members. It was noted that Izak Maritz currently has two separate suspended sentences from MSA and it was disputed whether it is in the club's best interest to nominate someone with a suspended MSA sentence. This was put up for a vote after a debate could not get a satisfactory resolution. An anonymous vote was done and the results were as follows:

Should a club member be eligible to be nominated as a committee member if he or she has been sentenced by, or has a suspended sentence from MSA:

Yes - 16/48 = 33.3 %
No – 30/48 = 62.5%

The above will also be included into the club's constitution from now on.
- 5.7. Code of ethics
- 5.7.1 It has been found that there is discipline problem in the sport by competitors. Competitors need to be wary of bringing the sport in disrepute by creating confusion or through intimidation of other competitors.
- 5.7.2 A Code of Ethics should be established for the club and the sport. All competitors should adhere to this code. Suggestions can be forwarded to the committee for the code.
- 5.7.3 The Code should also include a form of a fine-system for indiscretions.
- 5.7.4 A club member shall not be eligible to be nominated as a committee member if he or she has been sentenced by, or has a suspended sentence from MSA. See point 5.6.4.2 above.
- 5.7.5 Competitors will be penalised if obvious problems are found with their vehicles during scrutineering (eg. fuel leaks, loose batteries etc). It is the responsibility of each driver to ensure his vehicle is in order before taking part in the competition.
- 5.7.6 All grievances or problems should be sorted out at class level first, then at committee level before it is taken to the MSA.
- 5.7.7 All indoor prize giving areas are non-smoking areas. Smoking should be done outside only.
- 5.7.8 All competitors must know the rules of the sport. Each competitor undertakes to make themselves aware and understand the rules of the sport once they take out their Motorsport license.
- 5.8. Marshals
- 5.8.1. It is suggested that a groups of marshals move between classes during a challenge. They should rather be allocated per class for 3 or 6 obstacles.
- 5.8.2. Marshals should be graded and paid accordingly.
- 5.8.3. The Marshal-group should be incorporated into the Challenge Committee.
- 5.9. It was requested to bring back Polokwane into the National Circuit from 2012. The Polokwane club is under new management.
- **It was agreed that Polokwane will be part of the 2012 Challenge Series.**
- 5.10. It is noted that the sub-regulations state that if a Saturday cannot be used for a challenge due to bad weather conditions, then the challenge is moved to the Sunday. Some competitors do not feel this is feasible since they will get back home late on a Sunday if the challenge is held in a further part of the country. It was suggested that the challenge rather be either completely cancelled or moved to an alternate date in these instances.
- **The regulation will not change. If the challenge is moved to a Sunday it will be started earlier in order to finish earlier.**



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- 5.11. Any person that writes into or change a rule in the rule book that is not discussed on the AGM should be relieved of their position as Chairman, Vice-Chairman or MSA Representative.
- 5.12. The 2013 season is approaching. The rules can then be revised and there should be looked at which classes should be National Classes.
- 6. SECTION F: SUGGESTIONS FOR RULE CHANGES**
- 6.1. Standard Class
- 6.1.1. The Standard Class rules 3.1.8 and 3.1.10 contradict each other – a rear locker is allowed.
- Rule 3.1.10 will be amended to indicate that only the front locker must be disabled.
- 6.1.2. There should be a wheel size limitation in the rules of 33" – it is not listed.
- It will be included that the maximum allowed wheel size for standard class vehicles is 33".
- 6.2. Progressive Obstacles
- 6.2.1. It is requested that the rule should be changed that no roll-backs are allowed in progressive obstacles. The aim is to have more progressive obstacles per challenge and to reward drivers for progressing further in the obstacles. Progressive obstacles are in general completed quicker and should be taken into consideration once more competitors enter the sport.
- A single roll-back will be allowed in progressive obstacles. A 10-point penalty will apply for the roll-back.
- 6.2.2. Two roll-backs in a progressive obstacle should be considered with a single roll-back allowed in between gates.
- See decision of point 6.2.1
- 6.2.3. Leave progressive obstacle rules as-is, but 10-points should be deducted for each roll-back.
- See decision of point 6.2.1
- 6.2.4. Progressives should count out of 60 or a 100 points.
- Kept on 60 points.
- 6.2.5. A minimum of 6 progressive obstacles is suggested, or preferably all obstacles should be progressive. The rule should therefore be changed to indicate that there should be a minimum of 2 progressive obstacles.
- More obstacles will be made progressive.
- 6.2.6. The rules should be clarified to state that you get points up to the point where your time runs out in a progressive obstacle.
- Will be clarified.
- 6.3. Penalty Obstacles
- 6.3.1. It was requested to change the existing rule of a maximum of 3 roll-backs in a penalty obstacle to 1 or 2 roll-backs between any 2 gates
- Kept as 3 roll-backs.
- 6.4. Time limit suggestions
- 6.4.1. The difficulty and length of obstacles should be in line with the allocated time of an obstacle. The Super Modified Class obstacles should allow them to make use of all their vehicle's technologies. The use of technology means there should be more time allocated for the class.
- Noted
- 6.4.2. The current rule of 8 minutes per obstacle for the Super Modified Class should be changed to either 4, 5 or 6 minutes.
- Maximum of 6 minutes will be allowed.



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6.5. General Suggestions

- 6.5.1. Gates should be spaced at 3 to 4 metres. The layout of obstacles should be such that competitors drive them as they've been laid out. The aim should be to drive the obstacle, not the gates. Make the distance between banners in a gate 4 meters in progressive obstacles.
- Gate distance will be kept as-is.
- 6.5.2. Various suggestions were made to keep competitors on the obstacle and to force them to drive it as it is laid out. The main aim is to prevent "looping".
- Nothing was changed and the existing rules kept as-is.
- 6.5.3. Change the existing rule that places a limit on the maximum number of gates per obstacle on 6. Increase the number of gates per obstacle.
- A maximum of 8 gates will be used per obstacle.
- 6.5.4. Remove the rule where a class gets more points per position if the number of entries is above 6.
- The old rule will be re-instated where the maximum number of competitor points is limited to 6 entries.
- 6.5.5. Join Production Modified and Modified classes.
- Class 2 & 3 rules and regulations to be reviewed to better distinguish the differences between the two classes. Rules cannot be changed, only clarified. Updates will be distributed to Class 2 & 3 competitors for review before inclusion into Rules & Regulations for 2012. – Agreed by all present.
- 6.5.6. Update the existing rule that one can cross one's tracks on a time trail.
- Rules and regulations will be updated to reflect this.
- 6.5.7. Points should not be transferrable between classes and be added to reach a total at the end of a season for a National position.
- It is allowed since all 4 classes compete for the same National position.
- 6.5.8. When brakes are depressed and the vehicle moves back it should count as a roll-back. The reason is because it is difficult to determine when the vehicles wheels rotate backwards. This does not apply to sideward movements down slopes.
- If a vehicle moves backwards due to steering movements and wheels are not rotating backwards it is not a roll-back.
- 6.5.9. There shouldn't be a limit on 12 obstacles per class per challenge. The rule should rather be that a minimum of 12 obstacles should be completed by a class on a challenge.
- Maximum of 12 obstacles will be kept.
- 6.5.10. An extra bonus obstacle can be completed if all the obstacles are completed in time. One obstacle's points can then be discarded.
- No.
- 6.5.11. Drivers need to be in possession of a valid driver's license if they want to compete.
- No, rule kept as is.
- 6.5.12. There should be an average of 6 vehicles per challenge for a year before it can qualify as a National Class.
- Agreed.
- 6.5.13. 5 or 10 point penalty for using rear wheel steering in Modified Class.
- No.
- 6.5.14. Reverse class positions for Production Modified and Modified Class.
- Leave as is.
- 6.5.15. Reduce the number of National Challenges and increase the number separate Northern Region Regional's.



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- No change.

6.5.16. Time trail to be replaced with a challenging progressive.

- No.

6.5.17. Open Class penalty point system to be reviewed.

- To be reviewed by committee.

6.5.18. Inclusion of the Standard Class as a National Class.

- Yes

6.5.19. Formula Class (see attached documentation) for inclusion as a regional class.

- The Formula Class can be included. Specifications and rules will be distributed after discussion by Committee.

6.5.20. If a competitor cannot compete, but has paid for event – entry fee will be transferred to the next event. If a refund is required, a R50 handling fee will be charged.

6.5.21. The late entry fee will be enforced more rigorously from now on.

6.5.22. Point 7.1 on the Club's constitution can be updated by the Committee and forwarded to members for review. Point 5 can also be updated to state "annually reviewed" for entry fees.

7. SECTION G: CLASS REPRESENTATIVES 2011/12

- Super Modified: Hesma Swart
- Production Modified: Stefan Hefer
- Modified: Werner Fourie
- Street Legal Locker: Machiel Oberholzer
- Standard: Fred Harrison
- Open: Herman Barnard
- Formula Class: TBC
- Treasurer: Werner Fourie

