

REGULATIONS AND SPECIFICATIONS FOR THE 2012 MSA NATIONAL 4X4 CHALLENGE CHAMPIONSHIP SERIES

ART

1 ELIGIBILITY OF COMPETITORS

- 1.1 Open to competitors holding a current South African Competition license valid for 4x4 Challenges.
- 1.2 Competitors must hold a National competition license (Annual or One-event) to score points towards the National as well as Regions 4x4 Challenge Championship. Annual or One-Event licenses must be acquired prior to the event date.
- 1.3 Only one entry per vehicle will be accepted.
- 1.4 Drivers and Co-Drivers may only compete in one vehicle on the day of the event.
- 1.5 Drivers must be a minimum of sixteen (16) years old and Co-drivers must be a minimum of fourteen (14) years old.

2 ELIGIBILITY OF VEHICLES

- 2.1 The competition will be open to any lightweight 4-wheel drive vehicles for which a Code B (old code 08) driver's licence would normally be required and qualifying to compete in the classes as defined below.
- 2.2 No trucks or heavy vehicles will be permitted.
- 2.3 The Organisers reserve the right to exclude vehicles at their discretion, deemed not suitable for this type of event or damaging to the obstacle course because of excessive weight, size of tyres, construction of vehicle or any other reason. The decision to exclude such a vehicle will be done in consultation with the Stewards of the Meeting. Any objection against such a decision will therefore become the subject of an Appeal as to the future participation of the vehicle in question. The full entry fee for the event, from which vehicle is excluded, will be refunded to the competitor.
- 2.4 The following vehicle specific rules will be fixed until the end of 2013 season, unless for safety reasons.

3 CLASSIFICATION

- 3.1 Super Modified Vehicles
- 3.2 Production Modified Vehicles
- 3.3 Modified Vehicles
- 3.4 Street Legal Locker Vehicles
- 3.5 Standard Production Vehicles

4 VEHICLE SPECIFICATIONS

4.1 General

- 4.1.1 Production vehicles shall be production based 4-wheel drive vehicles of which a recognised manufacturer has manufactured fifty (50) or more of the same model.
- 4.1.2 Where permitted, modifications to body work must be done professionally to ensure that the looks and image of the vehicle is maintained, at the discretion of the Scrutineers.
- 4.1.3 Only differentials from lightweight standard production vehicles (below 3500kg GVM) may be used.
- 4.1.4 Brakes may be upgraded but brakes operating independently on individual wheels will only be permitted in Super Modified Class.
- 4.1.5 Exhausts systems are unrestricted provided that they meet with the dBa limit as defined by MSA.
- 4.1.6 Should any entrant have doubt as to the classification of his vehicle, he must obtain a ruling in writing from the Technical Committee before entering an event.

- 4.1.7 All vehicles participating in the 4x4 Challenge Series must have an audible warning system fitted that will allow the driver to warn bystanders. This can be either a horn or a reverse alarm.
- 4.1.8 All vehicles must have some form of protection between the engine and the driver's compartment, suitable and sufficient in the case of:
 - a) fire for preventing the passage of flame,
 - b) rotating engine and driveline components,
 - c) as well as hot or pressured fluids.

4.2 Super Modified Vehicles

- 4.2.1 This is an open class and covers all 4-wheel drive vehicles not complying with the classification of the other classes as set out in these regulations and specifications.
- 4.2.2 Maximum tire size is 37" outer diameter.

4.3 Production Modified Vehicles

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

- 4.3.1 The body shell must resemble a standard 4-wheel drive production vehicle and may not be altered in such a way that the vehicle becomes unrecognizable to the general public.
- 4.3.2 Load bodies may be changed or modified provided that a floor panel or lid as well as sides and back are not less than 150mm high, following the lines of the cab and stretching over the back wheels. When reversing into a vertical wall, the body must touch before the wheels.
- 4.3.3 Doors may be removed. Safety nets must be fitted in the absence of the doors.
- 4.3.4 Body parts such as mudguards, bonnets, firewalls and floor panels may not be removed or substituted by transparent material.
- 4.3.5 Wheel-arch flares may be added and mudguards modified to accommodate bigger wheels, taking into consideration that the recognizable shape and profile of the vehicle must be retained.
- 4.3.6 The chassis and differentials of the vehicle must be of a standard 4-wheel drive production vehicle. The chassis may be lengthened, shortened, narrowed or widened. The front end may not be cut shorter than the centre of the front axle and the back end not to be shorter than 400 mm in front of the centre of the back axle.
- 4.3.7 Pneumatic and/or hydraulic suspension types are permitted as long as they are not adjustable while driving, or navigating an obstacle.
- 4.3.8 Rear wheel steering is not permitted.
- 4.3.9 Limited slip, locked differentials or traction control in the front and/or rear axle will not be permitted.
- 4.3.10 Vehicles fitted with lockable differentials may compete in these classes provided that the locking facilities are disabled to the satisfaction of the Scrutineers.
- 4.3.11 The use of a mechanically split transfer case, to achieve rear or front wheel drive only, is allowed.
- 4.3.12 Maximum tire size is 35" outer diameter.

4.4 Modified Vehicles

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

- 4.4.1 Pneumatic and/or hydraulic suspension types are permitted as long as they are not adjustable while driving, or navigating an obstacle.
- 4.4.2 Rear wheel steering is not permitted.
- 4.4.3 A production chassis is not required.
- 4.4.4 Limited slip, locked differentials or traction control in the front and/or rear axle will not be permitted.
- 4.4.5 Vehicles fitted with lockable differentials may compete in these classes provided that the locking facilities are disabled to the satisfaction of the Scrutineers.
- 4.4.6 The vehicle must have a minimum "cab" width of 1200mm. This size must be maintained for a minimum of 500mm between the 2 axles.
- 4.4.7 Driver and co-driver must be suitably protected from rotating engine and driveline

- components well as hot or pressured fluids.
- 4.4.8 Minimum body panels required are:
 - a) Bonnet to cover top of engine,
 - b) Area from pedals to back of seat on side of vehicle must be adequately covered to protect the driver and co-driver.
 - 4.4.9 The use of a mechanically split transfer case, to achieve rear or front wheel drive only, is allowed.
 - 4.4.10 Maximum tire size is 35" outer diameter.

4.5 Street Legal Locker Vehicles

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

- 4.5.1 The vehicles must be roadworthy to the Scrutineers satisfaction.
- 4.5.2 The standard production body shell, including the doors, windscreen, load body, mudguards and bonnet must be retained, without altering the shape. Reinforcement may be made to these components.
- 4.5.3 The chassis and body shell may be professionally shortened, but not narrowed.
- 4.5.4 The suspension type may be changed, eg. leaf springs to coil springs. Aftermarket coil-over shock absorbers will not be permitted.
- 4.5.5 Bumpers may be removed and replaced with bumpers or bush bars not detracting to the looks and image of the vehicle, to the discretion of the Scrutineers.
- 4.5.6 A body lift kit may be fitted provided that the vehicle retains roadworthiness.
- 4.5.7 Running boards may be removed and guards, to protect the sides and underside of the vehicle, may be fitted.
- 4.5.8 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.
- 4.5.9 Inner fenders may be modified and vertical external panels may be modified and wheel arch flares added to accommodate bigger wheels, taking into consideration that the recognisable shape and profile of the vehicle must be retained.
- 4.5.10 Any engine and transmission system and axles from a lightweight standard production vehicle must be used.
- 4.5.11 A power steering may be fitted.
- 4.5.12 Rear and front limited slip and locked differentials are permitted.
- 4.5.13 The use of a mechanically split transfer case, to achieve rear or front wheel drive only, is allowed.
- 4.5.14 Maximum tire size is 35" outer diameter.

4.6 Standard Production Vehicles

No changes or modifications are permitted except for the following:

- 4.6.1 The vehicles must be roadworthy and licensed. Proof to the Scrutineers' satisfaction may be required.
- 4.6.2 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.
- 4.6.3 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.
- 4.6.4 A body lift kit may be fitted provided that the vehicle retains roadworthiness.
- 4.6.5 Running boards may be removed and guards, to protect the sides and underside of the vehicle, may be fitted.
- 4.6.6 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.
- 4.6.7 Moulded rubber or plastic wheel arch flares may be added but the original bodywork must remain standard.
- 4.6.8 Limited slip or locked differentials may be installed in the rear axle.
- 4.6.9 Limited slip or locked differentials in the front axle will not be permitted.
- 4.6.10 Vehicles fitted with lockable front differentials may compete in this class provided that the locking facilities are disabled to the satisfaction of the Scrutineers.

- 4.6.11 Vehicles with factory fitted traction control will be permitted with a penalty of 30 points for the day.
- 4.6.12 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.
- 4.6.13 The engine, transmission system and axles must be items used in production vehicles by the same manufacturer and model as the body and chassis.
- 4.6.14 Limited engine and gear ratio changes are allowed.
- 4.6.15 Maximum tire size is 33" outer diameter.

5 GENERAL CONDITIONS APPLICABLE TO ALL CLASSES

- 5.1 All vehicles must, in the opinion of the Organisers, be safe and capable of completing the course. Brakes and steering mechanisms will be strictly scrutineered and normal safety requirements, such as properly secured batteries, will be checked. It is strongly advised that firewalls be fitted and bucket seats be used for the competitor's own safety.
- 5.2 A fire extinguisher, easily removable and fitted in a place easily accessible to driver, co-driver and officials, must be carried at all times. The fire extinguisher shall have a minimum capacity of 2kg and proof of purchase or service within the preceding twelve months shall be furnished. Fire extinguishers containing carbon tetrachloride shall not be used. The Chief Marshal at each obstacle will ensure that there are two (2) 1kg fire extinguishers placed at each obstacle, one at the starting gate and one at the finishing gate. In the event that a competing vehicle causes a fire that has to be extinguished with the marshal's fire extinguisher, that competitor will have to pay the Marshal's Association a fee of R100.00 for servicing and filling thereof. Competitors failing to comply with this ruling will not be allowed to start the next event on the calendar until this account is settled.
- 5.3 Vehicles with a passenger compartment and roof must be fitted with a roll bar. Open vehicles must be fitted with roll cages.
- 5.4 Roll bars and roll cages must be:
 - 5.4.1 Adequately mounted and positioned in such a way that the competitors are protected at all times.
 - 5.4.2 Constructed of steel tubing of minimum 32mm diameter with a minimum wall thickness of 2.5mm or 50mm diameter and higher with 2mm wall thickness. Tubes must have holes of 6mm diameter drilled into all members for checking the tube thickness.
 - 5.4.3 Mounted on the chassis, if the vehicle is fitted with a glass fibre body.
 - 5.4.4 A diagonal member or cross members, joining the main roll bar not more than 150mm from the top or bottom must be fitted.
 - 5.4.5 All welding must be of the highest quality with full penetration over the full perimeter of the tube.
 - 5.4.6 Headspace of at least 50mm shall be allowed between the outer surface of the roll cage and the top of the helmet of a competitor, when seated normally.
 - 5.4.7 Any design deviating from the specification must be presented to the Technical Committee and a ruling in writing obtained as to the safety of the vehicle, before entering an event.
- 5.5 Vehicles must be fitted with an internationally approved (FIA) safety harness. The scrutineer will inspect the expiry date on the harness. Up to five (5) years beyond their normal expiry date may be allowed. (See MSA General Circular 1/2011 for conditions.) Competitors must wear safety harnesses in all obstacles.
- 5.6 All open type vehicles or vehicles without functional side windows must have safety nets, securely fitted, covering the door or window opening from the top of the windscreen height to the bottom of the door opening for the full width of the door. The net must not have openings of more than 70mm square and must be capable of withstanding the weight of the competitor. Vehicles with functional windows must close the windows to 70mm below the top of the window frame if no nets are fitted. Doors must be properly secured at the discretion of the Scrutineers and a door opening in an obstacle will result in the competitor forfeiting all points for that specific obstacle.

- 5.7 All vehicles must be fitted with recovery hooks at back and front, securely bolted down (welding is not acceptable) and easily accessible. Recovery hooks must be painted red and must accept a rope loop to be secured without requiring the use of shackles or other such attachments.
- 5.8 Only standard tyres rated for use on the road and with a minimum speed rating of 100 kilometers per hour, will be permitted. Paddle tyres, tyre chains, studs, double wheels, etc. may not be used. Bead lock rims are permitted.
- 5.9 No loose objects will be permitted in a competing vehicle. Toolboxes, jacks, water bottles, etc. must be securely fastened or removed from the vehicle before starting an obstacle.
- 5.10 Where additional petrol tanks are fitted, the filler caps must be located on the outside of the vehicle and petrol caps must be properly sealed to avoid pollution and fire hazard.
- 5.11 It is strongly recommended that vehicles be fitted with firewalls and guards over dangerous parts. The Scrutineer, in consultation with the Technical Committee, can exclude a competitor from competing if dangerous parts on his vehicle are not suitably protected.

6 GENERAL RULES

- 6.1 No competitor will be permitted to start the event unless he/she has satisfied the officials concerned that all necessary documentation has been completed.
- 6.2 Fire retardant driving suits (race suits) and lace-up shoes must be worn by all competitors. (A new competitor has a grace period of 3 events to comply. During that period a minimum of long cotton pants, short sleeve cotton shirt and lace-up shoes must be worn.)
- 6.3 Competitors may not start an obstacle until both driver and co-driver have their crash helmets on, safety harnesses fastened and safety nets secured.
- 6.4 The driver and co-driver may not undo their safety belts between the start and finish line of an obstacle. Offending competitors will forfeit all points for the specific obstacle if seen by a Marshal. (Disqualify).
- 6.5 Competitors will be permitted one (1) minute to inspect each obstacle, after which the Marshal will ask the competitor to proceed. Failure to abide by the ruling of the Marshal will lead to exclusion for that specific obstacle at the discretion of the Chief Marshal at that obstacle. (Disqualify).
- 6.6 The competitor may attempt the obstacle until he has lost all points for that particular obstacle, at which time his vehicle must be removed in such a way as to minimise damage to the obstacle. (Disqualify).
- 6.7 Competitors will draw the starting order for the first obstacle of the day from the Chief Marshals for the different classes after driver's briefing. Once drawn, swapping numbers with other competitors will not be allowed. The competitor that started the first obstacle first will fall into the back of the queue at the second obstacle and so on for the rest of the event. If a competitor falls out of the competition, ranks will be closed so one competitor does not start consecutive obstacles first.
- 6.8 After a vehicle has been involved in a roll (two wheels off the ground and unable to recover on its own), that vehicle must be re-inspected for safety reasons and signed off by the Scrutineer, before it will be allowed to enter the next obstacle. The Scrutineer will be in radio contact with the marshals at all times and can be called for scrutiny of the vehicle by asking the Chief Marshal of the class. A vehicle that has not been signed off by the scrutineer is not eligible to score points in any successive obstacles. All rolls by competitors will be duly noted on their score cards.
- 6.9 Organising clubs must ensure that their Recovery Personnel hold MSA's Exposed Official's insurance to ensure that they are properly insured in case of an accident.
- 6.10 The cut-off time for a group of competitors starting a new obstacle will be 17h00.

7 COMPETITION NUMBERS

- 7.1 Competition numbers (minimum letter size should be 70mm) and sponsors decals will be supplied by the Organisers at documentation and must be applied in a clearly visible position.
- 7.2 Vehicles without adequate space for competition numbers and/or sponsors decals must be fitted with a board, minimum size 300 x 400mm, to each side of the vehicle.
- 7.3 The first ten competition numbers will be allocated to drivers according to their overall

finishing position in the MSA National 4x4 Challenge Championship Series the previous year.

8 CREWS

- 8.1 The driver and co-driver are deemed to be the crew and no other persons other than the crew and officials of the event will be permitted in or on the vehicle during the event.
- 8.2 Competitors will only score points toward the category entered, namely driver or co-driver as shown on the entry form.
- 8.3 Although the co-driver may not qualify to be in control of the vehicle during the event, he/she must be capable of taking control and recover the vehicle if necessary.

9 ROUTE

- 9.1 Different classes may be required to complete different obstacles or sections of obstacles.
- 9.2 The route will consist of twelve (12) obstacles of which at least two (2) will be progressive obstacles and two (2) penalty obstacles. One (1) may be a timed trial, should the terrain warrant it to be safe.
- 9.3 Crowd control must be maintained by demarcating the danger zones at obstacles by means of banner tape, leaving enough maneuvering space for the competitors. Spectator tape must be a minimum of 3m from a straight line joining two adjacent gateposts.
- 9.4 Obstacles shall be clearly marked by gates and competitors may not deviate from the route.
- 9.5 The exit to each obstacle must be extended and marked with banner tape of a different colour, clearly indicating where the obstacle has ended with the intention of improving crowd control.
- 9.6 The gates shall consist of two (2) gateposts clearly marked with banner tape, 3 m to 5 m apart.
- 9.7 The top of the gateposts must be not lower than one (1) meter and not higher than 1.5 m above ground level.
- 9.8 Organisers should make use of tubes in critical positions, suitably dimensioned to accept the post, which must be driven into the ground with about 20mm protruding. The length of the tube should not be less than 300mm in length.
- 9.9 Where a normal gatepost cannot be used or in areas where the normal peg-type gateposts are deemed to be unsafe for the drivers, plastic cones may be placed as a gatepost and the whole cone including the base will be regarded as part of the gatepost.
- 9.10 The top end of the gateposts must be bent over for safety reasons.
- 9.11 The Organisers reserve the right to alter the route or cancel any obstacle as deemed necessary.
- 9.12 No obstacle will be cancelled after one competitor has attempted and/or successfully completed it. If it is deemed necessary to alter an obstacle, after an attempt by a competitor, the competitor will be granted a second chance.
- 9.13 Obstacles must be set out in a manner that allows participants to negotiate and/or complete the obstacle successfully. Progressive scoring may be used where it is envisaged that competitors may not be able to complete the obstacle successfully.
- 9.14 Water and mud obstacles must not be deeper than 150 mm.
- 9.15 Both posts of gates must be marked clearly with colour-coded 50mm duct tape. Starting gates with a double flag. The colours shall be: Red for Super Modified, Blue for Production Modified, Green for Modified, Yellow for Street Legal Lockers and White for Standard Production.
- 9.16 The front wheel hubs may not pass through the designated starting gate when taking a roll back.

10 POINT SYSTEM AND TYPE OF OBSTACLES

10.1 General

- 10.1.1 A time limit will be imposed on each obstacle. A Marshal will start the clock as soon as the start signal is given and the competitor will be deemed to have completed the obstacle when the rearmost part of the vehicle crosses the imaginary line between the last two gateposts at the finish line.
- 10.1.2 If the organisers do not specify a time limit for an obstacle, a time limit of six (6) minutes will apply for the Super Modified class and four (4) minutes per obstacle will be applicable for all other classes. If the competitor has not completed the obstacle within the time given, the Marshal will stop the competitor. On penalty obstacles the

- competitor will forfeit all points for that specific obstacle. On Progressive obstacles the competitor will score progressive points up to that point.
- 10.1.3 The Marshal may call a time out at any given moment based on a spectator being in a dangerous position, the competitor disputing a decision by the Marshal or any other reason, at which time the clock will be stopped until such time as the Marshal indicates that the competitor may proceed in the obstacle. (Time Out).
 - 10.1.4 If a competitor's vehicle, in the Marshal's judgement, cannot proceed any further in an obstacle and damages the obstacle by excessive spinning of wheels or in any other way, the Marshal will stop the competitor by blowing a whistle. The competitor must stop immediately and will be permitted to renegotiate the obstacle from the point where the Marshal stopped him. (Stop/Start).
 - 10.1.5 Obstacles shall consist of a maximum of eight (8) numbered gates including start and finish gates.
 - 10.1.6 A vehicle must enter the starting gate of an obstacle with its front hubs and all consecutive gates must be entered in the same manner.
 - 10.1.7 Although no banner tape shall be used between gates for the purpose of demarcating the route, all points for the specific obstacle will be forfeited if a competitor touches the crowd control banner tape demarcating danger zones as specified in Clause 9.3 (Abandon Route).
 - 10.1.8 All points for the specific obstacle will be forfeited if the competitor:
 - a) Requests to bypass the obstacle. (Bypass).
 - b) Becomes stuck in the obstacle. (Stuck).
 - c) Fails to start the obstacle. (No Start).
 - d) Permits any outside assistance in the obstacle. (Assist).
 - e) Must be towed out of the obstacle. (Tow Out).
 - f) Travel with two wheels over or outside the first gatepost demarcating the beginning of the route. (Abandon Route).
 - g) Travel with three wheels over or outside any other gatepost. (Abandon Route).

10.2 Progressive obstacles (Forward Movement)

- 10.2.1 Progressive points will be awarded every time the centre of the front wheels of the vehicle passes through a gate with a maximum of sixty (60) points awarded per obstacle. Points will not be awarded for passing through the starting gate.
- 10.2.2 The number of points awarded to a competitor for passing through a gate must be indicated at the gate or at the start of each obstacle.
- 10.2.3 Twenty (20) points will be deducted if a competitor's vehicle touches a gatepost, regardless of the number of times the vehicle touches the specific gatepost. (Touch Post).
- 10.2.4 If the competitor's vehicle, in the Marshal's judgement, fails to proceed any further in an obstacle, after he was stopped by the marshals whistle a first time, and damages the obstacle by excessive spinning of wheels or in any other way, the Marshal will stop the competitor by blowing his whistle a second time and the competitor will be awarded progressive points less any penalties occurred up.
- 10.2.5 A competitor may voluntarily stop in the obstacle at any time and request to be awarded progressive points less any penalties occurred up to that point. (Stop). Points will be awarded for the furthest gate that the competitor has passed with the centre of his front wheels, even if the vehicle moves backwards. All penalties occurred up to the point the vehicle comes to a complete controlled standstill will be deducted.
- 10.2.6 A competitor is allowed only one rollback (10 point penalty) for this type of obstacle. If a competitor allows his vehicle to move backwards by engaging reverse or freewheeling for a second time, he will be awarded progressive points less any penalties occurred up to that point. (Roll Back).
- 10.2.7 If a competitor's vehicle travels with more than two wheels over or outside a gatepost he will be awarded progressive points less any penalties incurred up to that point. (Abandon Route/Stop).
- 10.2.8 All points for the specific obstacle will be forfeited if a competitor's vehicle crosses

- over its own tracks (loop) between gateposts (Abandon Route).
- 10.2.9 If a competitor times out, he will score progressive points up to that point. (time out)

10.3 Penalty obstacles

- 10.3.1 Sixty (60) points will be awarded when starting an obstacle.
- 10.3.2 Ten (10) points will be deducted every time a competitor allows his vehicle to move backwards by engaging reverse or freewheeling, to gain advantage in the Marshal's judgement. (Roll Back)
- 10.3.3 A competitor will only be allowed three (3) roll backs between each pair of gates and will forfeit all points for that specific obstacle if a fourth roll back is taken between the same pair of gates.
- 10.3.4 Twenty (20) points will be deducted when a competitor's vehicle touches a gatepost, regardless of the number of times the vehicle touches that specific gatepost. Touching only the duct tape on the gatepost does not constitute a banner touch. (Touch Post).
- 10.3.5 All points for the specific obstacle will be forfeited if the vehicle travels with more than two wheels over or outside a gate. (Abandon Route).
- 10.3.6 If the competitor's vehicle, in the Marshal's judgement, fails to proceed any further in an obstacle, after he was stopped by the marshals whistle a first time, and damages the obstacle by excessive spinning of wheels or in any other way, the Marshal will stop the competitor by blowing his whistle a second time. The competitor has to stop immediately, move backwards to a position from where he feels comfortable that the obstacle can be re-negotiated and will be penalized for a roll back. (Roll Back).
- 10.3.7 All points for a specific obstacle will be forfeited if a competitor's vehicle crosses over its own tracks (loop) between gateposts (Abandon Route). However, driving forward past a gate post, reversing outside the obstacle and then entering the next gate will only be penalized by a Roll Back. (10 points)

10.4 Timed Trial

- 10.4.1 This obstacle will be constructed on a relatively flat surface, insuring that no section is of an arduous, dangerous or demanding nature, i.e. sections which can be completed without other than timed penalty by all classes.
- 10.4.2 This obstacle must be fully enclosed by spectator banner. Touching the spectator banner will result in disqualification of the obstacle.
- 10.4.3 The start / finish "garage" will be demarcated with two gates (four pegs), 4m wide and 6m long. Spectator banner will be strung along the sides. Touching the spectator banner will result in disqualification of the obstacle.
- 10.4.4 The course will be set out with gates that are 4m wide.
- 10.4.5 60 points will be awarded at the start of the timed trail.
- 10.4.6 The time will be measured from when the vehicle sets off until the vehicle comes to a complete stop between the garage posts. Should the vehicle overshoot the garage posts, the time will keep on running until the vehicle is correctly parked between the gateposts.
- 10.4.7 One point will be deducted for every second on the timed trail as timed by the marshals.
- 10.4.8 Ten (10) points will be deducted for the touch of every gatepost.
- 10.4.9 Twenty (20) points will be deducted for missing a gatepost.
- 10.4.10 Competitors are allowed to cross their tracks for this type of obstacle only.

11 CONTROLS

- 11.1 After scrutineering, all vehicles must be impounded in an area demarcated for this purpose.
- 11.2 Competitors may not cross the starting line at any obstacle before receiving permission from the Marshal at the starting point to proceed.
- 11.3 Before starting an obstacle, the competitor must know the exact route, i.e. entrance and exit gates, etc., and must satisfy himself that the obstacle is clear of vehicles and spectators and that all banner posts are in an upright position.
- 11.4 After finishing an obstacle, the competitor must stop at the finishing point. The score sheet

must be marked and signed by the Marshal as well as the driver or co-driver before moving on to the next obstacle. The marshals or Clerk of Course may only change the signed score sheet after a successful and proper consultation with the appropriate competitor.

12 SERVICING AND ASSISTANCE

- 12.1 No assistance is permitted within the boundaries of an obstacle. If a vehicle cannot complete an obstacle because of breakage or any other cause, all points will be forfeited as obstacle failure and no second chance will be permitted.
- 12.2 The co-driver must be in the vehicle before an obstacle is started. Failure to comply will result in his exclusion for the balance of the event.
- 12.3 If a competitor's vehicle needs urgent repairs, he may elect to do such repairs by falling out of the competition for the duration of the repairs.
- 12.4 The competitor and/or vehicle may not leave the terrain on which the event is presented, during the duration of the event, without permission from the Clerk of the Course.
- 12.5 Upon completion of the repairs, the competitor may return to the competition provided that he re-enters the competition in his original starting position, rotation order and group to which he was assigned by the Clerk of the Course at the beginning of the event. Once the group has moved away from a completed obstacle, the repaired vehicle will not be permitted to enter this obstacle. All points for obstacles missed by the competitor during his absence will be forfeited.
- 12.6 No 4-wheel drive vehicle will be permitted to attempt or enter an obstacle without 4-wheel drive being operational. Once the competitor has moved into the obstacle, he may disengage 4-wheel drive if required, provided that he does not damage the obstacle by excessive spinning of the vehicle's wheels or in any other way, in which case the Marshal will stop the competitor and he may only continue after 4-wheel drive has been engaged.

13 EXCLUSION

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

- 13.1 Failing to start and/or remain in the correct starting position.
- 13.2 Failing to stop at any control point and not carrying out the instructions as set out in these regulations.
- 13.3 Receiving two or more warnings by a Marshal, noted on his score sheets, for not stopping his vehicle when a Marshal blows his whistle and/or not abiding by the Marshals decision.
- 13.4 Finishing the event with a vehicle having a chassis, frame, sub-frame, body or engine different to that fitted to the vehicle at the start of the event.
- 13.5 Changing an obstacle by removing or shifting rocks, trees, etc.
- 13.6 Practicing on the course within thirty (30) days prior to an event.
- 13.7 Their vehicle leaking fuel while negotiating an obstacle.
- 13.8 If it is reported to the Organizer before 18h00 on the day of the event that a competitor did:
 - 13.8.1 Behave in a manner likely to prejudice the interest of motor sport generally;
 - 13.8.2 Drive dangerously, under the influence of liquor or drugs or without due consideration for other competitors or spectators;
 - 13.8.3 Permit a person not entered as the official driver or co-driver, to be in control of the vehicle from the period between documentation and having completed the last obstacle;
 - 13.8.4 Fail to declare to the Organisers, on the Incident Report Form obtainable from the Clerk of the Course, of any incident during the event involving any person or property;
 - 13.8.5 Commit any breach of the General Competition Rules of MSA and these Supplementary Regulations for which no specific penalties are stipulated.

14 AWARDS

- 14.1 For each event Trophies shall be awarded to drivers and co-drivers placed first, second and third in each class. Marshals also to be awarded.
- 14.2 In the case of a tie on an event, for the purpose of the prize giving the competitors' positions will be determined by taking into account firstly the number of obstacles on which full score

have been achieved, and progressing down the scoring until the tie is broken.

15 EVENTS TO COUNT TOWARDS THE NATIONAL 4x4 CHALLENGE CHAMPIONSHIP SERIES

The National 4x4 Challenge Championship Series will consist of eight (8) events as per the 2012 MSA Calendar of which seven (7), will count towards the National 4x4 Challenge Championship. The 5 (five) points awarded for starting an event, will not be dropped. If less than 6 events are held all events will count towards the Championship (Refer GCR 233).

16 DRIVERS AND CO-DRIVERS CHAMPIONSHIP - POINT SCORING

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

16.2 Points will be awarded for each event as follows:

Five (5) points for starting an event.

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	

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

16.3 In the case of a tie on an event, the following procedures will be followed:

16.3.1 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.

16.4 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.

17 AIM OF THE NATIONAL 4X4 CHALLENGE CHAMPIONSHIP SERIES

17.1 The aim of the National 4x4 Challenge Championship Series is:

17.1.1 To declare a Combined National 4x4 Challenge Champion Driver and Co-driver out of classes: Super Modifieds, Modified, Street Legal Locker and Standard Production Vehicles.

17.1.2 To declare a Production Modified National 4x4 Challenge Champion Driver and Co-driver.

17.1.3 To announce the National Class Winning Drivers and Co-drivers.

17.2 The competitors with the highest overall points will be declared the Overall National 4x4 Challenge Champion Driver and Co-driver.

17.3 The competitors with the highest class points in the different classes will be announced the National 4x4 Challenge Class Winning Drivers and Co-drivers.

17.4 MSA will only declare a Combined National 4x4 Challenge Champion Driver and Co-driver and a Production Modified National 4x4 Challenge Champion Driver and Co-driver if an average of ten (10) competitors participates per event over the eight (8) National 4x4 Challenge Championship events during the year.

17.5 MSA will only announce National Class Winning Drivers and Co-drivers if a minimum of six (6) competitors entered the class in at least five (5) National 4x4 Challenge Championship events during the year.

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

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