



### **Competition Classes**

**Long Wheel Base RTV:** Any Road Legal mass produced four-wheel drive or off-road vehicle with a wheelbase of 90 inches or over. If there is not at least two entries in the class it may be amalgamated into another class on the day.

**Short Wheel Base RTV:** Any Road Legal mass produced four-wheel drive or off-road vehicle with a wheelbase less than 90 inches. If there is not at least two entries in the class it may be amalgamated into another class on the day.

**Long Wheel Base Trialler:** Any four-wheel drive or off-road vehicle with a wheelbase of 90 inches or over which is not eligible for the RTV classes. If there is not at least two entries in the class it may be amalgamated into another class on the day.

**Short Wheel Base Trialler:** Any four-wheel drive or off-road vehicle with a wheelbase of less than 90 inches which is not eligible for the RTV classes. If there is not at least two entries in the class it may be amalgamated into another class on the day.

### **Notes:**

Whilst classes may be amalgamated on the day, individual class positions will still be considered for the purposes of the club championship.

A LWB or SWB Modified Vehicle may, at the CoC's (Clerk of Course) discretion, compete in the appropriate RTV Class for its wheelbase but no prize or championship points will be awarded unless the vehicle is taxed (and MOT'ed if necessary) and any traction enhancing modifications have been disabled such that they are rendered inoperative to the CoC's satisfaction.

Bowlers, Trakas, Polaris and other similar low volume vehicles are not considered to be mass production vehicles for the classes above.

RTV class vehicles must be driven to the site and therefore must be taxed and MOT tested where necessary.

### **Vehicles and Equipment**

All entered vehicles are subject to scrutineering prior to the start of an event and must pass before being allowed to compete.

Any scrutineering failures, recommendations or other points of note will be recorded by or for the club Chief Scrutineer so that any required actions or improvements can be reviewed for completeness the next time the vehicle is presented for scrutineering.

If an improvement or recommended change that impacts safety or eligibility has not been made prior to re-presenting the vehicle for scrutineering at the same or following events then it will NOT be allowed to complete or will have the class entered into changed as appropriate.

A decision on whether any vehicle submitted for scrutineering adequately meets the requirements or recommendations below will rest with the CoC based on the event scrutineer's recommendation.

Note the addition of a new requirement for the 2019 Motorsport UK yearbook: Section P, 60.5.1 which restricts visible smoke or emissions.

RTV class vehicles may not use tyres over a stated 33" diameter, locking/torque biasing or limited slip differentials, fiddle brakes or similar traction enhancing modifications (that are not factory fit).

RTV class vehicles may not use tyres that are not road legal. For the removal of doubt this includes but is not restricted to maxicross or dumper type tyres or tyres that have been cut or otherwise modified. Note that factory supplied remoulds are permitted, though they cannot be further modified.

RTV class vehicles must not be modified on arrival to site such that any equipment is replaced or such that an MOT test would no longer be issued. For the removal of doubt altering tyre pressures or removal of spare wheels and other similar equipment is acceptable.

Neither tyre chains nor tyre studs are permitted in any class.

It is recommended that all competing vehicles should carry a first aid kit and a fire extinguisher. (Note that the CoC will have access to a first aid kit and fire extinguisher from the club trailer).

Any recovery equipment to be used must be inspected by the CoC, or a competent delegate in charge of winching on the event, prior to its use in order to ensure it is adequate for the task and in a safe and acceptable condition.

Any vehicle which in the opinion of the CoC does not give sufficient rollover protection in the form of hard roof or roll bar, or in some other way is not suitable, may be excluded from a particular course and will receive an arbitrary score for that course equal to the maximum score in the vehicle's class.

Competitor's vehicles MUST have suitable tow points capable of snatch recovery on the front and rear of the vehicle.

Quads or larger vehicles (Unimog's/Bedford's etc) may not be allowed to compete. Please clarify before turning up at the event.

It is advised but not mandatory that competing vehicles have double return springs on the throttle assembly if not a standard production arrangement or "fly by wire".

Battery terminals MUST be covered and adequately insulated

The battery or batteries MUST be secured such that they cannot break loose even in the event of a vehicle roll over.

It is advised that any vehicle with a non-sealed battery mounted within the vehicle has a vent tube from the battery to the exterior of the vehicle.



### **Event Scoring**

At the start of a test, the vehicle must be stationary with the leading edge of the vehicle lined up between the canes of the first gate. After checking that the driver is ready to start, a signal from the **CoC** or their delegate will allow the competitor to enter a test section. Scoring begins as soon as the vehicle moves or attempts to move after the start signal.

Scores are accumulated as follows:

**1 point:** For each shunt, roll back or 'rocking', this is based on movement of the entire vehicle, not on the wheels spinning or the body settling.

**2 points:** For each cane in a live test section struck by any part of the vehicle or its occupants.

**2 points:** For crossed wheel tracks between two sequential gates in an attempt to avoid a shunt.

**7 points:** For each gate missed where another gate is driven correctly afterwards.

**5 points:** For soliciting outside assistance, e.g. asking for directions.

**5 points:** For disruptive and argumentative behaviour or for driving the course in an unsafe or inappropriate manner.

**5 points:** For digging may be awarded if a vehicle has lost forward or backwards movement but is still attempting the course and in doing so is causing holes or larger obstacles by the spinning of tyres. A warning of "digging" will be shouted to instruct the driver to stop driving. If this instruction is not followed the penalty may be given without a second warning.

**"MAX +":** For failing to complete the course.

**"MAX +":** For crossing a site boundary or virtual boundary of cross canes.

**"MAX +":** For requiring external assistance of any kind or for three unsuccessful attempts between any two gates, this is based on vehicle body movement, not on the wheels spinning.

### **Notes**

All canes on a live test section are considered live until struck, but each one only score once in that test.

A maximum of any two missed gates per section is permitted, on the 3rd missed gate this becomes a "Max+"

The vehicle must put at least one tyre 'footprint' between the gates and continue onwards to avoid being penalised for 'missed gate'. For the removal of doubt, driving up to the gate and putting part of the vehicle through a gate then reversing back to drive around the gate will be deemed a missed gate.

The vehicle must successfully pass through the last gate to be finished the course.

### **Competition Rules**

Judges of fact are noted as all signed on officials.

Attention is drawn to the Motorsport UK regulations. Specific regulations for Cross-Country are in Section P of the yearbook which is available on-line or in print.

"MAX +" is calculated as the total points you have accumulated on that section as far as the point of failure, plus 4 points for each remaining gate not driven.

A maximum of three attempts between two gates are permitted, for the removal of doubt this means that two shunts or roll backs are permitted between any two sequential gates. Failing to successfully pass the gate on the third attempt is deemed a fail for that section.

If an entrant were to make two attempts (one shunt) between two sequential gates then elect to drive around and miss the gate, then the counter for shunts resets and another two (only) shunts are permitted for the next gate.

Crossed canes on a section represent a virtual boundary projected to the overall site boundaries.

Crossing a boundary or virtual boundary by any part of the vehicle whilst competing on that section is deemed immediate failure of the section for that entrant.

A competing driver may not be passenger to another competing driver unless the CoC agrees as this could render an advantage.

All entrants are required to obey the CoC and assist in marshalling, setting and dismantling of courses as reasonably requested during the event.

No smoking is permitted whilst on a competitive section or at any time outside of a vehicle except with the landowners permission.

Correctly adjusted seat belts or harnesses are to be worn by all vehicle occupants whilst competing or in a moving vehicle. Penalty for failure to comply after one warning is exclusion from the event.

Gates will be minimum 8 feet wide and of a height approximately 48 inches above the ground.

The responsibility for scoring and other competition decisions lies with the CoC.

Any appeal or reasonable argument over the CoC's decision can be escalated to the attending club steward for arbitration, note however that decisions that prove to be ambiguous with regard to a definitive conclusion will be made to align with the CoC's recommendation.

### **Championship Rules**

Points for RTV and CCV trials will be awarded towards the annual club trials championship in each class. 1<sup>st</sup> place 6 pts, 2<sup>nd</sup> place 5 pts, 3<sup>rd</sup> place 4 pts, 4<sup>th</sup> place 3 pts, 5<sup>th</sup> place 2 points, 6<sup>th</sup> place 1 point,

Points will not be counted towards the trials championship from TYRO trials. (note also that orienteering events have a separate championship).

People who carry out the CoC or Club Steward for events will automatically be awarded 6 points towards the club championship, this discretionary scoring will be limited to twice every year though members are welcome to clerk or steward as often as they can.

In order to be eligible for a Championship award an entrant must have either been signed on as a part of a set up team, taken on the role of CoC, acted as club steward at a club event or have participated at a club charitable event, on at least one occasion in the competition year.

**Events are held under the General Regulations of Motorsport UK and as detailed in the Supplementary Regulations for the Event.**