

## **RTV and CCVT Trials**

### **Trial 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 and complying with the trial vehicles and equipment requirements below.

**Short Wheel Base RTV:** Any Road Legal mass produced four-wheel drive or off-road vehicle with a wheelbase less than 90 inches and complying with the trial vehicles and equipment requirements below.

**Long Wheel Base Trialer:** Any four-wheel drive or off-road vehicle with a wheelbase of 90 inches or over.

**Short Wheel Base Trialer:** Any four-wheel drive or off-road vehicle with a wheelbase of less than 90 inches.

### **Notes:**

If there are not at least two drivers competing in any given class it will be amalgamated into another class on the day. This amalgamation will follow the logic of:

1. SWB RTV into SWB Trialer
2. SWB Trialer into LWB Trialer
3. LWB RTV into LWB Trialer
4. LWB Trialer into SWB Trialer

For the removal of doubt, if a driver has entered and paid but fails to start on the day of the competition for any reason, they will be deemed to have not competed. However, their entry fee is not refundable unless they withdrew their entry prior to the entries closing.

A LWB or SWB Vehicle which would normally have to compete in the Trialer class may, at the CoC's (Clerk of Course) discretion, enter and 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.

### **Trial 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 Motorsport UK yearbook requirement: Section P, 60.5.1 onwards 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 (including tyres) is removed or replaced 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 absorbing recovery loads without damage, on the front and rear of the vehicle.

Quads or larger vehicles (Unimogs/Bedford trucks etc) may not be allowed to compete. Please clarify before entering 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.

**Trial 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 on any part of the course (unless that's the designed route) 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+" which will be scored from the last successfully completed gate.

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.

For the final gate of a test section this "missed gate" rule applies with the addition that the entire vehicle must pass the projected line of the two canes to be deemed to have successfully passed that gate and to be finished the course.

**Trial 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 from that point for that entrant. The Max + rules would apply from the point of crossing the boundary.

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.

**Trials Championship Rules**

For the purposes of the championship, points scored in a class will be considered in that class for the club championship. For the removal of doubt if any competitor is amalgamated into another class then any points scored on the day will be recognised towards the championship in the class they were amalgamated into on the day.

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.

Anyone retiring from the event prior to starting the last test of the day will be deemed Did Not Finish (DNF) and will not be placed in the scoring.

The number of scores counting towards the Trials championship are as determined from the table here:

No. of events run:	1	2	3	4	5	6	7	8	9	10	11	12
No. of events to count:	1	2	3	4	4	5	5	6	6	7	7	7

In the event of a tie on an individual event, then all the tied drivers will receive the same score. For example; if two drivers tied for 2<sup>nd</sup> place; both would receive 5 points then the next placed competitor would be 4<sup>th</sup> and would receive 3 points.

A tie in the Trials overall championship and classes will be decided by comparing their individual event scores in order until a difference is apparent. So, for example, if driver A scores 6, 6, 4, 5, 6 and driver B scores 6, 6, 6, 4, 5 then driver B would be deemed the winner as they had scored 18 after 3 events, when driver A had scored 16. Further, if one driver has no points scored on an event that the other scores at then this would also act as a tie breaker to the benefit of the competitor that scores if the tie was not already broken.

If the tie is for first place in the overall driver's championship, then the driver who wins the tie will be deemed the club champion and the second overall driver will be deemed the class winner.

A Ladies shield may be awarded at the discretion of the committee.

The highest scoring Land Rover or Land Rover based vehicle driver in the driver's championship will win the Manning shield.

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

People who carry out the CoC or Club Steward for trials 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.

## **Tyro Trials**

### **Tyro Competition Classes**

**Long Wheel Base RTV:** Any Road Legal, mass produced, four wheel drive or “special” off-road vehicle complying with the Tyro vehicles and equipment requirements below and with a wheelbase of 90 inches or over.

**Short Wheel Base RTV:** Any Road Legal, mass produced, four wheel drive or “special” off-road vehicle complying with the Tyro vehicles and equipment requirements below and with a wheelbase of less than 90 inches.

#### **Notes:**

In the event of a tie on an individual event, then all the tied drivers will receive the same score. For example; if two drivers tied for 2<sup>nd</sup> place; both would receive 5 points then the next placed competitor would be 4<sup>th</sup> and would receive 3 points.

If there are not at least two drivers entered in either class it will be amalgamated into the other class on the day.

Drivers must be a minimum of 13 years old. Such an entry will only be accepted provided the driver can suitably drive a vehicle off road and they are accompanied at all times, whilst driving, by a front seat passenger with a full RTA license for the vehicle and who is at least 18 years of age with experience of cross country trials. No other passengers are permitted.

The driver of a “special” vehicle must be at least 15 years old provided that their passenger holds a full RTA licence valid for the vehicle concerned and is a person who has experience of Cross Country Trials. No other passengers are permitted.

For unaccompanied drivers, the minimum driver age is 17 years old with a full RTA Licence for the entered vehicle.

A driver with a full RTA Licence may carry more than 1 passenger with each in a full, forward facing seat equipped with a competition harness or type approved seat belt.

Front seat passengers must be a minimum age of 12 years old.

Passengers from 2 to 12 years may be carried in the rear seats of a mass produced vehicle, but not a “special” vehicle, provided child seating and restraints are utilised such that they would be approved for use on the road.

### **Tyro Vehicles and Equipment**

Attention is drawn to the requirements of the Motorsport UK year book with vehicle requirements being detailed in Chapter P, sections 62 and 44.1.3 which allows “special” vehicles.

Vehicles need not be currently registered and taxed unless the event uses the public highway.

All vehicles must be fitted with a standard manufacturer’s hardtop, truck cab or a roll bar

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.

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 requirement for the Motorsport UK yearbook: Section P, 60.5.1 onwards which restricts visible smoke or emissions.

Tyro 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.

Tyro vehicles must not be modified on arrival to site such that any equipment (including tyres) 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 either class.

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.

Competitor’s vehicles MUST either have suitable tow points or the manufacturers tow points exposed front and rear as necessary in order to facilitate recovery.

Quads (including Polaris type vehicles) or larger vehicles (Unimog’s/Bedford’s etc) will not be allowed to compete in a tyro event.

Any competing vehicles should 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.

### **Tyro Event Scoring**

Tyro scoring will be exactly the same as for RTV and CCVT trials above.

### **Tyro Competition Rules**

Tyros rules will be exactly the same as for RTV and CCVT trials above except:

A competing driver may be passenger to another competing driver with the permission of the COC.

An experienced competitor may be a passenger for more than one competitor in order to assist with tutoring.



**Tyro Annual Award Rules**

Points from individual Tyro events will not be counted towards any club championship.

Instead the committee will review the performance of individual competitors on the Tyro events for that year and may make a discretionary award based on several factors. These factors could include improvement over the year, spirit of competition or other similar factors.

People who carry out the CoC or Club Steward roles for tyro events will be deemed to have assisted such that they qualify for the overall BORDC trial championship.

## **Orienteering**

### **Orienteering Competition Classes**

All vehicles will compete in a single class but must complete in pairs except with prior authority of the CoC.

### **Orienteering 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.

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".

Competitor's vehicles MUST have suitable tow points, capable of absorbing recovery loads without damage, on the front and rear of the vehicle.

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.

Neither tyre chains nor tyre studs are permitted.

A winch blanket/sail and a tree stop (if a winch or winches is fitted), fire extinguisher & first aid kit in each vehicle are required equipment and must be presented to the Scrutineer for examination.

All vehicles must comply with Motorsport UK technical regulations however vehicles do not require an MOT or Road Tax as all driving will be held on private land.

Only forward facing seats with either a road going three point seatbelt or suitable 3, 4 or 5 point harness can be used. For the removal of doubt a lap belt alone is insufficient.

Note the Motorsport UK yearbook requirement: Section P, 60.5.1 which restricts visible smoke or emissions.

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.

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.

### **Orienteering Event Scoring**

In order to score a point, the correct punch must be used to perforate the corresponding box on the competitor's score card in the allowed time. Each punch imprints a different pattern so a punched pattern that does not match the one for that location will be discarded from the final score.

Each correct punch scores 1 point for the team, plus any unused or collected recovery jokers which are worth 1 point each.

If you fill BOTH the score cards on a vehicle by correctly punching ALL of the boxes then a fresh set can be obtained from the CoC in exchange for those on the vehicle. For the removal of doubt the exchange of score cards must be made by a judge of fact who will examine the cards on the vehicle in question, ensure the cards are correctly completed and then replace them on the vehicle with fresh score cards, then retain the completed ones until the scores are to be counted at the end of the competition.

If there are 3 vehicles in a team, then the score cards from the 2 highest scoring vehicles count towards the team's score.

### **Notes**

Final details will be confirmed in the event SRs or during the driver's briefing, but under normal circumstances:

- The end of competitive scoring is marked by the competing vehicles entering the control area by the time defined in the SRs. Typically 15:30 (and 59secs).
- Any vehicles entering the control up to 15 minutes late, in our example between 15:31:00 and until 15:45:59 will lose 50% of the vehicle's points.
- If a vehicle has not entered the control by 15 minutes after the due time (e.g. after 15:45:59 in our example) then the vehicle will have all its points nullified.
- In the event of any disputes, the CoC's watch will be considered as the reference timepiece for this event.
- If two teams score the same number of points then the winner is deemed to be the first team to have all its vehicles back in the control at the end of the competition.

A Recovery Joker must be given to any other team or Marshall that assists you with each recovery event. One stuck vehicle is deemed to be one recovery event even if it needs multiple pulls to recover it. Each Recovery Joker is worth 1 point.

**Orienteering Competition Rules**

Competitors are expected to drive and navigate to a specified ordnance survey 10 digit map coordinates to locate and score a punch. You are allowed to score punches from any or all of the four quadrants in any order.

Each punch is secured along with an A6 sized laminated marker and it's location marked with red/white barrier tape wrapped around the tree or other point of note in order to make it obvious and easy to locate.

Each vehicle in a team will have 2 score cards attached to the vehicle by an official with the odd and even numbers for each quadrant split between the left and right hand punches. The other vehicle in a 2 vehicle team will have the scorecards split the other way such that each vehicle in a pair will have to approach any given punch in a different way in order to score.

Punch cards **MUST** remain on the vehicle during the competition. If a card is removed accidentally then it must be re-attached immediately but if a judge of fact believes the score card was removed intentionally then all points on that card become null.

If a score card is damaged or accidentally torn off the truck then you should immediately re-secure the card with a tie-wrap if possible. Failing that contact the CoC, return to control and have a replacement card attached by a judge of fact.

Any boundaries defined in the final instructions or marked on the map must not be crossed under any circumstances during the competition at pain of exclusion.

The public road must not be used to navigate from one part of the competition area to another at pain of exclusion.

If you need to return to your tow vehicle, trailer or to local services for any reason, this must be notified and authorised by the CoC prior to leaving the competitive area. Failure to notify the CoC of your leaving for any reason could lead to exclusion.

The speed limit in all competitive areas including the main tracks is 15mph.

Any competitors judged by a Judge of Fact to be exceeding the speed limit or driving in a manner likely to endanger others will be reported to the CoC and may be excluded.

Each competing vehicle will be offered, though acceptance is not mandatory:

- One A3 size large scale map
- A listing of the objective co-ordinates
- One A4 size map (based upon Ordnance Survey 1:10,000 Scale Map) covering the same area.
- Three Recovery Jokers per team.
- One list of CoC, Stewards and other Judges of Fact mobile phone numbers

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.

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.

**Notes:**

The minimum passenger age in a cross country vehicle is 14 years at the time of the competition if the driver has a valid RTA licence.

The minimum age for a passenger in a road legal mass produced vehicles with a current MOT, road tax and standard 3 point seatbelts where the driver has a valid RTA license is reduced to 12 years.

A driver of 17 years with a valid RTA licence does not require a passenger, though one is recommended.

Drivers without a RTA license may drive provided they can safely drive a vehicle off road and are accompanied at all times by a front seat passenger with a current RTA license and who is at least 18 years of age.

Drivers of age 16 or over may compete provided the passenger holds a valid RTA licence and is experienced in Cross Country Driving Trials/Orienteering events.

Drivers aged 15 and over may also compete provided they have completed 4 TYRO Trials in a road legal vehicle.

The maximum number of passengers in any vehicle is 1.

Vehicles will be paired up to compete, wherever possible respecting the competitors requests as to team mates.

In the event of an odd number of competition vehicles being entered, a team may be made up of three vehicles at the request of the CoC. For the removal of doubt, this is only allowed if there is an odd number of vehicles entered

Exceptionally, single entry vehicles may be permitted at the discretion of the CoC provided said vehicles have an experienced driver, a co-driver and are suitably equipped for cross country travel and self-recovery. Note that no factoring of team scores will apply for single vehicle entries.

Unnecessary damage to trees, the verges or edges of tracks or other items in the competitive area is to be avoided. Any avoidable environmental damage reported to the CoC may be penalised at the CoC's discretion with appropriate penalties up to and including exclusion

Winch blankets/sails must be used with steel winch cables. They are also strongly recommended for use with synthetic type ropes and are mandatory if the cable or rope crosses any tracks.

Gloves must be used when handling any winch cables, ropes, slings or other recovery equipment.

During vehicle recovery operations all passengers must disembark and if not directly involved, stand well clear and ideally behind some trees.

Snatch recovery or the 'snatching' of winch ropes whilst winching is NOT permitted.

Wide soft fabric strops/slings must be used on any trees to minimise damage.

Absolutely no winching off fences or electricity/telegraph poles at pain of immediate exclusion.



**Orienteering Championship Rules**

The total number of punches from a team on each orienteering event in a given year will be recorded against each driver on those events. As the year progresses each individual score will be added together for each driver to produce a tally for the year. All club organised or nominated orienteering events are to count and will decide the placings in the Club Orienteering Championship.

Note that orienteering events do not count towards the club trials championship.

People who carry out the roles of CoC, Club Steward or set-up for BORDC organised orienteering events ensure their eligibility for the BORDC Championship in the same competition year.

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