

IRONMAN 4X4 MID CANTERBURY MUD PLUG RULES

"A" CLASS OPEN TRUCKS

ALL VEHICLES MUST HAVE THE FOLLOWING:

- Seat belts for driver and co-driver.
- Rated Tow Hooks securely fitted to the front and the rear of the vehicle. Tow balls will not be permitted.
- An operable fire extinguisher of not less than .9kg (2lb) Dry Powder or foam equivalent, and must be securely mounted in an accessible place. The fire extinguisher's gauge must be in the green, the extinguisher must be in good condition.
- If operating on, or carrying CNG or LPG, a current Alternative Fuel System Certificate of Fitness, which must be presented at Scrutineering.
- A main hydraulic braking system, working on all four wheels when foot brakes are applied.
- Flexible brake lines shall be used where required and are to be anchored as per recognized automotive standards.
- A parking brake, independent of the main hydraulic braking system, capable of holding the vehicle at rest on a gradient of 1 in 5.
- Open top vehicles **SHALL** have adequate roll-over protection.

ALL VEHICLES MUST NOT HAVE THE FOLLOWING:

- Any loose or insecure equipment, parts or tools.
- Agricultural tyres.
- Chains or tyre spikes.

SEAT BELTS

- A 3 point mounting is the minimum requirement. Seat belts must be of a factory made harness system, must be worn correctly and be in good condition.

BODY

- Any modification is acceptable provided it is safe.

DIFFERENTIALS

- Any modifications

SUSPENSION

- Any modifications

TYRES

- Maximum tyre size 35" x 14" or metric equivalent
- Any rim size is permitted

ENGINE

- Any modifications

ALL VEHICLES MUST HAVE THE FOLLOWING:

- Seat belts for driver and all passengers.
- Rated Tow Hooks securely fitted to the front and the rear of the vehicle. Tow balls will not be permitted.
- An operable fire extinguisher of not less than .9kg (2lb) Dry Powder or foam equivalent, and must be securely mounted in an accessible place. The fire extinguisher's gauge must be in the green, the extinguisher must be in good condition.
- If operating on, or carrying CNG or LPG, a current Alternative Fuel System Certificate of Fitness, which must be presented at Scrutineering.
- A main hydraulic braking system, working on all four wheels when foot brakes are applied.
- Flexible brake lines shall be used where required and are to be anchored as per recognized automotive standards.
- A parking brake, independent of the main hydraulic braking system, capable of holding the vehicle at rest on a gradient of 1 in 5.
- Open top vehicles **SHALL** have adequate roll-over protection.

ALL VEHICLES MUST NOT HAVE THE FOLLOWING:

- Any loose or insecure equipment, parts or tools.
- Agricultural tyres.
- Chains or tyre spikes.
- Steering brakes

SEAT BELTS

- A 3 point mounting is the minimum requirement. Seat belts must be of a factory made harness system, must be worn correctly and be in good condition.

BODY

- Standard seats may be replaced with non-standard seats.
- The bonnet may be modified to improve engine cooling, but must completely cover the engine bay.
- Snorkels may be fitted to the air intake.
- The body may be raised.
- Wheel cavity (inner guard, outer guard, inner front panel) may be cut, enlarged, or flared for tyre clearance, provided no sharp outer edges are left which could cause injury.
- The roof may be removed provided adequate roll-over protection is installed.
- Doors may be removed provided foot restraints at no less than 100mm from floor are fitted.
- Glass and rear tail doors may be removed provided that it doesn't significantly reduce the integrity of the body shell. Roll-over protection is recommended for safety.
- Back seats, insulation, linings and other cosmetic items may be removed.

DIFFERENTIALS

- Club Truck **MAY** have any form of locking devices or limited slip etc. in differentials or on axles, whether factory fitted or after-market.
- Differentials may be internally modified, and axles changed.
- Anti sway/roll bars may be removed.

SUSPENSION

- Club Vehicles may be fitted with heavy duty shock absorbers.

TYRES

- Maximum tyre size for Club Trucks will be 35" x 12.5" or metric equivalent as per manufacturer's specifications or as marked on tyre wall.
- Beadlocks are permitted.
- Any rim size is permitted

ENGINE

- May be changed but it must maintain the original configuration i.e. Engine and Radiator in the front.

ALL VEHICLES MUST HAVE THE FOLLOWING:

- A current Warrant of Fitness or be presented in a warrantable state.
- A compliance plate must be fitted with all modifications noted.
- Seat belts for driver and all passengers.
- Rated Tow Hooks securely fitted to the front and the rear of the vehicle. Tow balls will not be permitted.
- An operable fire extinguisher of not less than .9kg (2lb) Dry Powder or foam equivalent, and must be securely mounted in an accessible place. The fire extinguisher's gauge must be in the green, the extinguisher must be in good condition.
- If operating on, or carrying CNG or LPG, a current Alternative Fuel System Certificate of Fitness, which must be presented at Scrutineering.
- A main hydraulic braking system, working on all four wheels when foot brakes are applied.
- Flexible brake lines shall be used where required and are to be anchored as per recognized automotive standards.
- A parking brake, independent of the main hydraulic braking system, capable of holding the vehicle at rest on a gradient of 1 in 5.
- Open top vehicles **SHALL** have adequate roll-over protection.

ALL VEHICLES MUST NOT HAVE THE FOLLOWING:

- Any loose or insecure equipment, parts or tools.
- Agricultural tyres.
- Chains or tyre spikes.
- Steering brakes
- Modifications that will exclude the vehicle from getting a warrant of fitness.

SEATING & SEAT BELTS

- A 3 point mounting is the minimum requirement. Seat belts must be of a factory made harness system, must be worn correctly and be in good condition.

BODY

- Standard seats may be replaced with non-standard seats.
- The bonnet may be modified to improve engine cooling, but must completely cover the engine bay.
- Snorkels may be fitted to the air intake.
- Wheel cavity (inner guard, outer guard, inner front panel) may be cut, enlarged or flared for tyre clearance, provided no sharp outer edges are left which could cause injury.

DIFFERENTIALS

- Production Vehicles **MAY HAVE ONLY ONE** form of **working** locking devices or limited slip etc
- Differentials may be internally modified, and axles changed.
- Anti sway/roll bars may be removed.

SUSPENSION

- Production Vehicles may be fitted with heavy duty shock absorbers provided they are fitted to the original mounts, and equal the number of shock absorbers that were factory fitted.
- Body & Suspension may be raised to a maximum of 100mm

TYRES

- Maximum tyre size will be 33" x 12.5" or metric equivalent as per manufacturer's specifications or as marked on tyre wall.
- Beadlocks are not permitted.
- Any rim size is permitted

ENGINE

- Engines may be replaced provided the make and model specifications are retained.

COMPETITORS

- Competitors shall fill out and sign an entry form.
- Competitors shall pay the entry fee as set by the organiser.
- Competitors vehicles must pass Scrutineering before they can compete
- The competitor is responsible for their score cards, they must present it to the marshal for scoring and make sure it is correct and legible.
- The competitor shall return the card to the scorer at the end of the event.
- Competitors shall comply with the event rules.
- While competing, the competitor SHALL wear a crash helmet:
 - Of an approved type as per NZ standards and must display the Standards Number.
 - Straps must be free from damage, and fit the wearer correctly.
- Seat Belts must be worn at all times while competing.
- Anyone may compete at an event, provided that they become a day member of the Mid-Canterbury Four Wheel Drive Club Inc and have passed Scrutineering.
- A competitor may and indeed should bring any safety concerns up with the organiser.

SETTING UP OF HAZARD

In planning a hazard, attention should be paid to the following:

- There shall be at least one timed hazard.
- Running a hazard in both directions is permitted.
- Limit sidings to reduce risk of rollovers
- Peg the hazard clearly to define boundaries.
- Red Pegs on the right, and Yellow Pegs on the left.
- The start and finish shall be indicated by Blue or Black Pegs.
- All corners over 90 degrees will have a minimum turning circle of 12.5 clear metres.
- Water hazards must be less than 1 metre in depth.
- Water hazards are banned from the base of steep hill drops of more than 3 metres
- Entrances to and exits from water hazards must be straight on, or at right angles to the water to reduce the possibility of rollovers into water.
- A hazard CAN NOT be pulled because it doesn't fully comply with the rules.
- A hazard CAN be pulled by the organiser only if it has deteriorated to the point of being unsafe, or if the first vehicles are at a great advantage or disadvantage over the later vehicles.
- Hazards can be pulled on safety grounds at any stage of the event and all points will be null in void.
- Hazards may be changed after the first competitor has entered it provided:
 - Competitors that have completed the hazard have the chance to try again and are at no great disadvantage.
 - Or it does not give later competitors an advantage.

HAZARD RULES

- Before attempting a hazard, vehicles will be brought to rest with the leading wheel hub centre vertically over the start line, as indicated by the Officials and the driver shall not proceed until instructed to do so.
- A vehicle will be deemed to have entered a hazard when the leading wheel hub centre has passed the blue pegs at the start of that hazard.
- Competitors will attempt to negotiate observed hazards non-stop.
- The point of failure will be when the hub centre of the leading wheel which is furthest from the start of the hazard, passes a sub-section marker or grading peg.
- In a timed section, failure of a vehicle to maintain unassisted motion shall be regarded as failure.
- In a timed hazard, failure to complete the course within the maximum allotted time shall be regarded as a failure. (The time is calculated as 10 times the average time competitors have completed the course)
- A vehicle will be deemed to have completed an observed hazard when the leading wheel hub centre has passed the blue pegs at the end of that hazard.
- In a timed hazard, a vehicle will be deemed to have completed the section when the leading wheel hub centre has passed the blue pegs at the end of that hazard, or when the vehicle stops with all four wheels inside the 'garage' formed by four blue pegs. Reversing into the 'garage' will be allowed.
- Should the point of failure coincide within a sub-section, the points will be allocated as per last graduated peg the centre of the front hubs passed.
- A competitor will be deemed to have failed to negotiate a graded hazard when all four wheels of the vehicle cross the boundary line of the course.
- In a timed hazard, provided the vehicle re-enters the hazard at the point where all four wheels crossed the boundary, this shall **NOT BE** regarded as failure.

EVENT SCORING

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| ○ Graded Event | Points |
| ▪ Not attempting an obstacle | 100 |
| ▪ Graduation penalties | as per peg |
| ▪ Course peg flattened | 10 |
| ▪ Completing the obstacle | 0 |
| ○ Speed Event | |
| ▪ Course peg flattened in a speed section | 10 seconds |
| ▪ Failure to a complete the course | 100 |
| ▪ Speed events points are calculated by giving 0 points to the fastest and 80 points to the slowest, everyone else's points are scaled between fastest & slowest. | |
| ○ Not wearing crash helmets or seat belts | 100 |

PROTEST & DISPUTES

- No hazard protest can be entered after a competitor has attempted a course.
- If you are not happy with the marshals ruling.
 - First see the marshal and discuss it with him/her.
 - If you are still not happy see the Organizer.
- The organizer has the final say.