



SUPPLEMENTARY REGULATIONS

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ISSUED BY AUSTRALIAN 4WD EVENTS

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8.1. SUPPLEMENTARY REGULATIONS

These Supplementary Regulations are set out by the Outback 4x4 Challenge Event Director and shall be read in conjunction with the CCDA Manual of Four Wheel Drive Motor Sport Standing, Sporting and Vehicle Regulations.

The Event Director shall determine the interpretation to be followed in relation to any error, ambiguity, discrepancy or inconsistency within or between these Supplementary Regulations and the CCDA Standing, Sporting and Vehicle Regulations.

8.2. ENTRY, RESERVE LIST, FEES AND REFUNDS

Application for entry can be submitted on an entry form or via the internet and must be accompanied by at least the deposit amount required as detailed below. The entry form must contain at least driver name, address and contact numbers and email contact address.

Organisers will contact the applicant and assist them in completing the registration form over the phone. This gives organisers information to pass onto press and assist in the information of vehicles for commentary on the Broken Hill Special Stages.

Submission of the completed and signed entry form is implicit agreement by the Applicant and each Crew member to be bound by the Regulations and all rules pertaining to the Event, including any subsequent amendments or directives which may be issued by the Event Director.

The Event Director reserves the right to refuse any entry without stating any reason.

Fee payment may be made by cheque, credit card or electronic deposit.

Bank details are:

Bank National Australia Bank
BSB Number 083 210
Account Number 541710013
Account Name Australian 4wd Events
Swift Code (for Overseas use) NATAA U3303M

Total entry fee for the Event is \$3300 inclusive of GST.

First, second and third placegetters of the previous year's ARB Warn Outback Challenge receive a discount of \$1300. This is transferable only to the co-driver if the driver does not want to take it up. Deposit must be paid before the end of July to redeem this discount and all other conditions apply as below.

A deposit of \$500 must be made upon application but deposit cheques will be returned if you are not selected by the Event Director to compete. The deposit will not be returned subsequent to any withdrawal from the Event initiated by the Applicant for any reason.

Payment of the remainder of the entry fee shall be \$280 per month for 10 months.

All direct credit or cheque payments must be accompanied with the driver's name otherwise we don't know who made the payment

If payments are missed or credit cards do not go through we will contact you and you have 10 days to rectify the situation or your entry will be forfeited with no refund to you unless a financial replacement is found either by you or off our reserve list.

If Applicants withdraw from the Event subsequent to any payment the withdrawal advice must be in writing before any consideration will be given for any refund of monies paid.

Eligibility for refunds is according to the following schedule:

- Withdrawal between end June and August - All monies except deposit refunded
- Withdrawal between Sept and Dec - All monies except \$1000 refunded
- Withdrawal after Dec - No refund
- If a replacement is found and payments are completed in full by the replacement- all monies except deposit will be returned.

Entries to the Event will be accepted in order of receipt, subject to assessed competency. A reserve list will be kept once the quota of positions has been filled. If withdrawals are made, applicants on the reserve list will be notified in the order of their initial entry as to the position available.

To move from the reserve list to the available position, Applicants must pay the balance then due.

International Entries

International entries MUST ensure they read 8.8 vehicle classification as non complying vehicles will not be eligible for points, prizes or placings.

8.3. EVENT DESCRIPTION

At each Competition Area Crews will compete in designated special stages (SS).

The results from each SS will determine the overall championship Crew. Scoring may be a combination of elapsed time, points or recognition for distance achieved, navigation points found and penalties incurred by Crews as specified in the Regulations.

8.4. VIDEO, PHOTOGRAPHIC IMAGES AND CAMERAS

All broadcasting rights including video and photographic images are the sole property of Australian 4WD Events or its nominee/s.

The official photographer of the Event is the only person authorised take photographs at the Event for commercial use. Magazine photographers are invited on the understanding that their photographs will only be used in the publications they represent.

The use of video cameras, either hand held or vehicle mounted, by any competing Crew or Event official, is permitted only at the discretion of the Event Organiser. Any still or video footage taken during the Event by competing Crews or vehicle mounted cameras, or by Event officials, is not to be used commercially or to be sold to a third party for use commercially or professionally without the prior written approval of the Event Director. This includes any photographs or video footage taken for use by individuals and Crew sponsors.

All competing Crews and Event officials who wish to use a video camera at the Event are to have the prior approval of the Event Director. Applications can be made in writing, by fax or by email.

Please contact Australian 4WD Events if you have any footage which we can use in the official video/DVD.

8.5. CREW PARTICIPATION

Each Crew will consist of driver and co-driver in one vehicle, each must hold a valid driver's licence and current CCDA membership and vehicle logbook. International vehicles will have their vehicles scrutineered just prior to the event.

Crew members must be able to understand, speak and read English.

The composition of the Crew cannot be changed once the vehicle and Crew have completed scrutineering without the written approval of the Event Director or Competition Manager, and only then if, in the sole opinion of the Event Director or the Competition Manager, extenuating circumstances exist.

Any Crew change made without such written approval will result in disqualification from the Event.

Exchanging driver and co-driver roles in a Crew is permitted, unless specifically directed otherwise for any SS or part of an SS by the Event Director or his delegate.

8.6. DRIVING CONDUCT

This Event is conducted on public roads and on private tracks and areas of private property which is shared with the public, property owners and their families, spectators and Event officials and other participants.

Crews shall drive in a safe and reasonable manner appropriate to the circumstances. Crews considered by the Event Director or Competition Manager to be driving dangerously will incur an Event penalty determined by the Event Director, up to and including disqualification.

8.7. VEHICLE CLASSIFICATION

Vehicles defined in the Vehicle Regulations as Challenge and Production Class are eligible to compete.

The event organisers will be using the CCDA vehicle class specifications which were in place at December the year before the event takes place. That is changes made after that date will not be implemented in the next calendar year event.

Trophies will be awarded for Overall position and Production Class. A review will be made each year on the two classes and their representation in the event to ensure appropriate prizes and trophies are awarded.

Subject to this eligibility the Event is open to all four wheel drive vehicle types, providing the vehicle is currently sold, or has been previously sold to the general public by the manufacturer. Prototype vehicles are not allowed. Compensation may be made for international vehicles and their eligibility at the discretion of the Event Director.

Participants must apply in writing to the Competition Manager prior to the Event for consideration of eligibility if their vehicle does not comply with the Production or Challenge Class. The Competition Manager may allow a non-conforming vehicle to compete if, in his sole discretion, the vehicle has no unfair advantage over other participants on account of its non-compliance.

If in the event an international team's vehicle is deemed non compliant by the scrutineer and the team is unwilling to undertake modifications to comply, the Competition Manager and scrutineer may allow the vehicle, if it deemed to be safe, to participate in the event. However the vehicle and it's crew will not be eligible for stage placings, overall placings or prizes. The vehicle will still be timed on the special stages and performance records kept for the teams information, but the score will be recorded as zero to reflect the non-compliance.

It is the sole responsibility of the Crew to ensure that their vehicle, as modified, complies with Vehicle Registration requirements for use on public roads.

8.8. EVENT REGISTRATION AND COMPETITOR ROAD BOOKS

Crews are required to report to the Event scrutineering and briefing area with their complying vehicle in either Broken Hill, or an alternative location to be advised, to register their presence and confirm participation and for Event vehicle and equipment scrutineering.

The sponsor decals will be issued on registration.

A time for Event scrutineering and registration will be assigned before the event.

Failure to attend for registration or subsequent Event scrutineering at the appointed time without prior arrangement shall result in a 100 point Event penalty.

Both driver and co-driver must be present at Event registration and subsequent scrutineering unless prior approval has been provided in writing by the Event Director. .

The vehicle Competition Roadbook is emailed out to all competitors and contains basic information for competitors. Additional important material such as driver briefs and forms are available during the months leading to the event as downloads off the official website or via email.

If you have any difficulty in downloading these or printing these off please contact us and we will assist you. If you do not have an email address, please use a co-driver for your email contact or a relative. IT is imperative that you have email contact to receive all information.

8.9. VEHICLE LOGBOOK

Competitors are required to apply for a logbook with the CCDA before coming to the event. Look in our download sections for information. If you have troubles with this, contact us via email and we will help you.

Competitor logbooks shall be presented at registration and retained by the Event Director for the duration of the Event. Vehicles found not to comply with, or to depart from, the Logbook as presented may not be permitted to compete. International entries need a logbook and will be assisted by organisers.

The Event Director shall endorse the Logbook with details of the participation of the vehicle in the Event and may also record details of any vehicle incident during the Event that impacts on the safety or competition eligibility of the vehicle.

It shall be the Competitor's responsibility to collect the Competition Logbook at the time and place reasonably nominated by the Event Director after the Event.

8.10. EVENT BRIEFING

Official Event briefing will be at the Headquarters in Broken Hill at a time and place to be advised. There will be further briefing of Crews before each SS during the Event.

8.11. SPONSOR AND EVENT DECALS

Challenge sponsor and Event decals will be provided at Event registration and you must have the vehicle body areas specified in the CCDA rules clear for Event use.

If you have decals on your vehicle you wish to retain, you may cover them before placing Event and Challenge sponsor decals.

8.12. SCRUTINEERING

Any vehicle presented for scrutineering which is deemed by the organisers not to be of a standard of appearance, or condition appropriate to compete in the Event, or fails the scrutineering inspection process, may be excluded from the Event.

The presentation of the vehicle for scrutineering is an implicit statement of conformity with the eligible vehicle class.

While the Scrutineer may not reject a vehicle as eligible in its respective class at scrutineering the technical eligibility and conformity to vehicle class is the sole responsibility of the entrant, and remains so at all times during the Event. The successful passage of a vehicle through the scrutineering process is not affirmation or endorsement that the vehicle conforms to the eligible vehicle class.

Crews must have the following documents with them at any pre-event scrutineering, Event scrutineering and during the entire Event:

- Driver's license (both driver and co-driver);
- Vehicle registration papers for the registered vehicle they are entering; Note: The vehicle registration papers must show the owners name. If the vehicle is owned by a third party, a signed letter of approval for use is required.
- Proof of current third party liability cover,
- Proof of current membership to ambulance subscription (both driver and co-driver),
- Membership card for CCDA (both driver and co-driver);

We recommend you photocopy this material and staple it together with your vehicle number attached to speed up the registration process.

8.13. EVENT SCRUTINEERING

The vehicle must be presented for Event scrutineering in a ready-to-start condition including full fuel tanks, full water containers, all camping gear, food, all compulsory equipment, spares and tools, etc. Personal belongings such as, clothing and perishable food do not need to be included at scrutineering.

Event sponsor decals and competition numbers and markings must be placed as advised at Event scrutineering.

Should a vehicle not successfully pass the scrutineering process at its first presentation a second scrutineering inspection may be granted on application. This second inspection must be completed before the commencement of the first SS.

Any vehicle that fails to pass scrutineering before the end of the first SS will not be entitled to compete in any SS conducted during the scrutineering process.

Any type of outside assistance is allowed to get a vehicle successfully through scrutineering. The Event Scrutineer is to be kept informed of any delays or eligibility issues and progress toward readiness for scrutineering

Any vehicle that fails the scrutineering process will be excluded from competing in the Event.

8.14. VEHICLE DAMAGE DURING EVENT

Should a competing vehicle sustain mechanical, structural or body damage during the Event, either during competition or transport stages, and the Area Manager cannot be assured that the vehicle is able, or can be made able, to safely continue in the Event, the vehicle shall be presented for inspection by the Event Scrutineer at a place to be nominated by the Event Director.

The decision of the Event Director as to the ability of the vehicle to safely continue in the Event shall be final.

8.15. PROTESTS

Protests are must be accompanied by \$500 cash. Refer to CCDA regulations re protets.

The event organisers will release a bulletin with the names of 3 people who are deemed to be independent panelists to join the judiciary panel.

8.16. BULLETINS

Bulletins may be released by the event organisers throughout the event to supplement the regulations of the event.

8.17. RESULTS ON ABANDONMENT

Should the Outback 4x4 Challenge be abandoned prior to the scheduled finish as a result of force majeure, the Event results will be determined on the basis of points scored up to and including the last SS completed by all competing Crews prior to the abandonment of the Event.

8.18. MEDICAL AND OTHER EMERGENCIES

The 'Outback 4x4 Challenge Emergency Plan' is included in the Outback 4x4 Challenge Road Book which is to be carried by all Crews. Should a medical emergency occur the provisions of this plan are to be followed.

All media enquires about any accident or medical emergency must be referred to the Event Director through the HQ communications centre. Refer to Road Book for details

8.19. ACCOMMODATION - COMPETITORS

Crews are responsible for their own accommodation before and following the Event.

During the Event Crews will be directed to camping areas at or near SS competition areas.

8.20. SPECTATORS

Spectators are welcome and may attend the Event with a Spectator's Package, however they must be completely self-sufficient in food, water, vehicle travel, etc.

A Spectator's Package will be made available for purchase by competing Crew's family and other supporters who may want to attend the Event. Only holders of a Spectator's Package will be admitted to SS competition areas.

Spectators will be admitted to defined viewing areas of the SS competition areas and will not be permitted to move from one viewing area to another without being guided by an official. They are to abide by all rules and directions laid down by any and all Event officials while on the properties, or in the areas, reserved and/or used for the conduct of the Event.

Camping areas will be provided for spectators remote from those provided for competing Crews.

Any assistance to, or tangible support of, competing Crews by spectators will result in disqualification of that Crew or those Crews from the Event.

There are now exceptions refer to 8.31 and 8.32

As of 2010 event only pre-registered spectators can attend the event.

8.21. SS COURSE MARKERS

Course markers for special stages will be either pegs, bunting, formed track or could follow natural obstacles such as creek beds, gorges etc. These will be described in the SS briefing notes.

Start and finish garages and gates are course markers.

Some SS, such as gorge runs, mud obstacles, river crossings, etc, may have marked gates which the Crews must pass through in order. Failure to pass through all gates in order will result in a DNF for that SS.

If a Crew misses a gate or gates they may retrace their steps, provided they don't infringe the course boundary, and may then pass through the gates in correct order without incurring a penalty for failing to pass through those gates. Any penalty incurred while retracing their steps will be applied to their SS performance.

Crews may not retrace their steps once the vehicle has entered the finish garage or passed the finish markers.

8.22. EVENT AND STAGE PENALTIES

Event and SS Penalties will be applied for distinct breaches of the rules as outlined in these Supplementary Regulations and the Sporting Regulations.

8.23. PASSAGE CONTROLLER

There will be marshals appointed as Passage Controllers for the competitors on Transport Stages between SS competition areas and between SS starting point within SS competition areas.

Headquarters (HQ) is now on site at each location so the previous role of Passage Controller has been downgraded however we will use the passage controllers as a liaison between competitors and HQ and HQ to competitors.

All enquiries during the event should be directed to Passage controllers or HQ.

8.24. TRANSPORT STAGES

A Transport Stage is that part of the Event during which competing Crews travel from one SS competition area to another. They will normally be run in the evening, over distances varying between 200km and 400km.

These Transport Stages include sections on public roads and NSW State road rules apply, including statutory speed limits. Competing Crews are expected to extend courtesy towards other users of the road.

Adequate time has been allowed for travelling to the night camp without exceeding any speed limits. Time has been allowed for refuelling, road conditions and raised dust.

8.25. NIGHT CAMP CURFEW

Competing Crews and their vehicles must be at the specified Night Camp Curfew point for each Competition Area by the specified time each night.

Competing Crews may sleep, eat and work in and around their vehicles within the Night Camp area.

Vehicles may not be removed from, and competing Crews may not leave, the Night Camp area without the express consent of HQ in writing.

8.26. NIGHT CAMP PENALTIES

Competing Crews who do not arrive at the specified Night Camp Curfew point for each Competition Area by or within the specified time, along the identified route after a transport or SS, will incur an Event penalty.

The objective of the Night Camp penalty system is to keep all competing Crews camped together and prevent Crews gaining unfair advantage by accessing unauthorised outside assistance.

8.27. START ORDER

This is the Start order for every special stage except for nav runs where all start together.

A random draw is made with numbered rocks or cards.

At finish of every SS each car goes into parc ferme until all competitors have finished ss then the whole field gets 30 mins minimum - depending on site, to work on their vehicle then we do draw for next stage.

If all competitors agree they don't need to work on their cars they can move to next ss if ok with marshals.

If you cannot start when you are required for an SS you will go to the back of the group and forfeit your 100 points for reliability bonus for day.

if not at start line when called after they have already moved to back once normal normal DNS rules apply

8.28. PARC FERME

A Parc Ferme is in place during the event so that Competing Crews and their vehicles have similar times to work on the vehicles.

Generally Parc Ferme will work this way; all vehicles will go from their special stage finish directly to the Parc Ferme area and stay there until all vehicles have finished competing in the special stage. When in Parc Ferme competing teams are not to work on their vehicles.

If all competitors agree they don't need to work on their cars they can move to next ss if ok with marshals.

Due to the nature of some special stages, in some areas, competing teams may be allocated a time to work on their vehicle immediately after completing a special stage and then when this time is up, start the next special stage or move to the next competition area. Whatever is done it will be fair for all competing.

The stage manager will inform you at each special stage area how the Parc Ferme will operate for that stage.

8.29. STAGE ENQUIRY SHEET

At the conclusion of each SS Crews will be presented with a record of their performance in terms of their timing, distance achieved and penalties incurred as applicable. The signature of one of the Crew on the Performance Record signifies agreement to the record and the Crew will be given the original document. Should the Crew wish to challenge any record of fact as shown on the Performance Record that the Finish Marshal cannot resolve to satisfaction of the Crew they should not sign the Performance Record but must request the Finish Marshal to provide a Stage Enquiry Sheet.

This Stage Enquiry Sheet is to be completed and handed to the Stage Manager within 30 minutes of the Crew completing the SS. The Stage Manager will ensure that the details of the enquiry are complete and adjudicate on the enquiry within one hour of the completion of the subject SS by all Crews of the Group, or as soon as reasonably possible.

Should the Crew not be satisfied with the decision of the Area Manager they may request that the enquiry be forwarded to the Competition Manager whose decision on the enquiry shall be final, subject only to the Event Protest procedure. Any request for a Stage Enquiry Sheet to be forwarded to the Competition Manager for resolution must be accompanied by a non-refundable deposit of \$100.

8.30. SUPPORT TEAMS

The use of support teams is NOT PERMITTED, unless specifically sanctioned by the Stage Manager for the recovery of a crippled vehicle from the SS course or other safety reasons. This is the same ruling as in previous years.

Crews found to have a support team and/or unofficial reserves of spare parts, regardless of whether the team or reserve was used to assist the Crews during the Event or not, will be disqualified from the Event.

There are some exceptions see 8.31 and 8.32.

8.31. OUTSIDE ASSISTANCE

The objective of the Event is for Crews to be self-sufficient and compete and drive in a manner that preserves the vehicle and equipment in a safe and competitive condition and provides the best opportunity to complete the Event free of major breakdown and without the need for outside assistance.

The spare parts and tools carried by the Crew should recognise this objective and in particular the likely requirements of the vehicle during the Event.

Outside Assistance is assistance provided or organised by the Event Director through the Event Vehicle Support System, and attracts a 100 point penalty each time it is used.

Assistance, including the supply of spare parts or tools and consumables, by another competing Crew does not attract a penalty.

Assistance or tangible support from spectators or others is not permitted and may result in the assisted Crew being disqualified from that SS and/or the Event. **DO NOT GET HELP OR PARTS FROM SPECTATORS.**

The only exception to this is the approved assistance to either tow a vehicle or go to Broken Hill to obtain parts to fix a vehicle. This can be undertaken after approval from HQ and the spectator assist form (OBC 007 Spectator Assisst.doc) is signed and handed back to HQ.

This has been brought in to expediate the repairs for competitor vehicles. The competitors however are not to have spectators carry spare parts for them during the competition and you cannot use parts from a spectators vehicle. This new rule is for delivery of competitor vehicles and parts only.

For spectators to be part of this new system they must be registered spectators before the start of the event. They must also be registered with HQ as an interested party to assist competitors. No exceptions will be made to this. Nobody can arrive in Broken Hill to be a spectator with intentions to take part in this new towing assistance unless they have already been registered using document OBC 006 Spec Assist Appl.doc..

Note spectators are never allowed onto a special stage. Their assistance begins from the HQ area only.

8.32. VEHICLE SUPPORT SYSTEM

The Event Director will take all reasonable steps, and provide all reasonable assistance, to enable Crews to complete the Event.

The Vehicle Support System will endeavour to locate and source spare parts, fuel, oils and equipment from Broken Hill, or further afield if practical, and organise to have such items transported by the most expedient method to the disabled vehicle for repair or fitting by the Crew of the disabled vehicle and/or other competing Crews.

Due to the design of the vehicles and the long duration of the event, a supply of spare parts is allowed to be stored at Broken Hill. Note spare parts cannot be brought to the competition areas by spectators.

The spare parts will be required to be listed in full and a copy of this list will be presented to the scrutineer along with your log book at scrutineering in Broken Hill.

These parts for your own vehicle can be stored at Broken Hill. Most competitors make their own arrangements for storage however if you need our assistance please contact us via email before the end of April.

Parts must be in trailer, (8'x 5' maximum size) at HQ or if you don't have a trailer you will be allocated a space at HQ the same as a 8'x 5' trailer for your spare parts. No engine blocks, chassis or vehicle bodies allowed.

If you are unsure as to if the part is allowed, then ask before you bring it up to save you the hassle.

If you wish us to help with storage remember our HQ is with competitors now and not in Broken Hill so we cannot be held accountable for any loss.

You can only get parts for your own vehicle, not for another crew.

To expediate the recovery and repairs of vehicles we now allow registered and approved spectators to assist with towing of vehicles to Broken Hill for repair and or delivery of spare parts from Broken Hill. Refer 8.31 above.

How it works

If a vehicle cannot self-repair at competition site by using their own parts or borrowing off competitors, they can either ask for tray or tow (at their expense) to Broken Hill, they can use a spectator vehicle for towing and as transport to get to Broken Hill (if approved as above) or if they can come to Broken Hill themselves they can do so and access their parts and fix their vehicle. We cannot guarantee that a tow vehicle can attend from Broken Hill.

1. Firstly they will check in with HQ for assistance and help with Incident report, receive instructions and signs out to leave the property. Note if a competitor leaves the site

without doing this they are disqualified.

If an approved spectator is assisting with tow then they must also sign out.

Details of the vehicle repairs required are logged at HQ also.

2. The competitor and navigator must accompany the vehicle to Broken Hill or go to Broken Hill to obtain the parts.
3. The competitor must ring into HQ when they arrive at Broken Hill to report their safe arrival.
4. Instructions will be given from HQ regarding when the competitor is to next contact HQ. This must be adhered to and is to ensure we can log your progress and ascertain which stages you will be able to complete when you rejoin the competition.
5. The competitor must contact HQ on leaving Broken Hill so we can log your progress back to HQ and keep marshals informed of your intentions regarding joining the next special stages.
6. When arriving back at competition you must go straight to HQ and sign out at HQ to re-enter the competition or the maximum penalty applies of disqualification. If a spectator assisting with towing then they must also go straight to HQ to sign back in as a spectator.
7. Because the Competitor has been in communication HQ will quickly and easily pass on all relevant information regarding special stages available to the competitor.

When in Broken Hill the vehicle may seek mechanical assistance from any repair outlet to make their repair.

The Vehicle Support System will not source spare parts for competing vehicles from a Competitor's reserve of spare parts, or trailers, to allow a Competitor to continue in the Event. We can only make calls on your behalf or direct you to the list of suppliers in town.

Should the vehicle need to be transported to Broken Hill for repairs the Vehicle Support System will arrange for a breakdown vehicle to attend as soon as reasonably practical at the cost of the competitor or they may take advantage of the spectator assist program for towing.

We cannot guarantee that a tow vehicle can attend from Broken Hill.

All communication regarding access to and use of the Vehicle Support System shall be with HQ, NOT with marshals.

All costs associated with supply of any parts, fuel, oils or equipment, including attendance and recovery by a breakdown vehicle, shall be borne by the Crew of the disabled vehicle. No charge will be made for the time consumed by Event officials in provision of the Vehicle Support System.

Competing Crews may resume competition as soon as their vehicle is repaired. Should a disabled vehicle be repaired at a Competition Area the Crew may participate in the next available SS. Should the vehicle become disabled on a transport stage, and either be repaired on site or transported to Broken Hill for repair, the Event Director will direct the competing Crew to the first available SS at the next Competition Area.

The Event Director does not undertake to provide an opportunity for the Crew of a disabled vehicle to compete in any SS that has closed while their vehicle is disabled or being repaired.

Competing Crews must recognise that the Event is held in remote outback locations and communications, parts and breakdown assistance may not be readily available, or may be committed to previously disabled vehicles.

While the Vehicle Support System will, by all reasonable means, attempt to assist Crews to repair their disabled vehicle and return them to competition, the objective of the Event is for Crews to be self-sufficient and compete and drive in a manner that preserves the vehicle and equipment in a safe and competitive condition and provides the best opportunity to complete the Event free of major breakdown and without the need for outside assistance.

8.33. VEHICLE SPECIFICATIONS

These Specifications supersede those in Part 4 of the CCDA Manual of Four Wheel Drive Motor Sport for Challenge Class and Production Class vehicles.

Issues related to the acceptability of vehicle modifications and equipment must be referred to the Event Director as soon as possible, and at least three months before the Event commencement

date. It cannot be presumed that vehicles with non-conforming modifications or equipment will pass scrutineering.

8.33.1 ROOF LIGHTS

With respect to CCDA specification 4.4.15 roof mounted lights are permitted provided they are demountable for legal use on public roads.

8.33.2 WINCHES AND USE OF WIRE AND SYNTHETIC CABLE

Powered winches shall have an operational braking system to prevent unspooling when not in operation and to hold the vehicle when winching pauses.

Winches shall be mounted in a secure manner to the chassis or to an engineered sub-frame in a monocoque vehicle.

Rear Mounted winches shall be permitted provided that the Crew whilst in the cabin are protected and isolated from the cable by 1.5mm minimum thickness of steel or 3mm minimum thickness of aluminium.

Power for winches shall only be taken from the vehicle engine, driveline or vehicle electrical system. Auxiliary engines shall not be permitted.

Hand winches may be used.

Winch cables may be of wire or synthetic rope provided that they are free of damaged sections and provided that they are free from:

- 1 Broken strands.
- 2 In the case of wire ropes free of crushed sections.
- 3 Kinked or bent sections.
- 4 Broken, damaged or clamped eyelets.

Wire cables shall have a steel core and be a minimum of 8mm in diameter and shall have a load rating that exceeds the capacity of the winch, including any increased rating of a modified winch.

Synthetic ropes shall have a load rating of at least twice that of the winch SWL rating or four times the nominal vehicle weight, whichever is the least.

Specifications of the winch cable or rope shall be supplied by the Competitor at scrutineering.

Loops or eyes shall be spliced or professionally swaged and be rated at the same, or greater capacity than, the cable or rope.

Vehicle mounted hooks, eyes and fittings shall have a load rating of at least twice the weight of the vehicle and greater than the winch capacity. Loose coupling hooks or eyes shall be rated at or above the capacity of the cable or rope. There shall be no sharp protruding pins forward nor upward on the front of the vehicle.

8.33.3 RULES pertaining to wire winch ropes

Breaches of the following practices shall attract a penalty. Marshals shall advise the Crew of the penalty when it occurs either verbally or by using a horn, whistle or flag:

Crews shall clear bystanders from a safe area of in the vicinity the recovery situation during winching. Calling "Clear, winching" or similar shall be deemed an acceptable means of clearing the area. In the event that the anchor point is relocated then the winching procedure is deemed to recommence and calling "clear, winching" or similar shall be necessary.

Winching and driving shall cease when re-positioning the cable dampener. The cable may remain in tension however Crew shall only handle the dampener and not the cable.

The cable and/or anchor shall not be handled while the cable is under tension.

Leather lined gloves on both hands or equivalent, with covered fingers, shall be used when handling a winch cable.

Crew members shall stand clear of the cable and must not stand in front of the vehicle during winching. Winching and driving shall cease when a Crew member approach the vehicle to inspect the cable on the drum, pack rocks, adjust dampener, or other reason.

Crew members must not at any time handle a cable dampener when the vehicle is being driven in any direction.

A cable attached to a winching point is defined as "live" and Crew members shall not cross over or pass under a live cable. The cable attached to a ground anchor used in a recovery situation is deemed to be "live" when the ground anchor is placed in position and under "tension" when there is enough grip to move the vehicle.

The action of Crew members shall not cause any risk to any person.

Breaches of the following practices shall attract a penalty on their second and subsequent occurrence. Marshals shall advise the Crew of the first infringement when it occurs either verbally or by using a horn, whistle or flag:

Incorrect use of a cable dampener after one warning for each incident:

- 1 A cable dampener shall be placed in the centre third of the cable at the commencement of winching, on all live cables, including when using a snatch block to change the direction of pull, when a cable dampener shall be placed on either side of the snatch block. Where a winch extension strap or cable is used the centre third is between the anchor point and the winching vehicle.
- 2 Should a cable dampener come in contact with the fairlead it must be repositioned and the marshal will advise the crew to reposition it, nominally in the centre third. If the crew does not reposition the cable dampener after being advised then a penalty will apply. Each occurrence is a separate incident.
- 3 Should the cable dampener be wound into the winch, or lost, winching must cease until a replacement dampener is positioned in the centre third.
- 4 Cable dampeners shall be draped over the cable. Rolled dampeners shall not be used and winching must cease until the crew complies.
- 5 The dampener may be removed if the vehicle is less than a nominal two metres from the anchor point.

8.34. FOOD

Sufficient food and water for the Crew should be carried in the competing vehicle for the balance of the Event following the start of Sunday competition. While supplies may be available enroute they may not be accessible during the hours of travel.

Minimum food rations are required to be carried at the start of the event - Sunday Night.

Minimum ration pack for food required

Competitors must carry enough food for both participants;

Breakfast – 6 meals

Lunch – 4 meals minimum

Dinner – 3 meals minimum

Crews that have competed in previous Outback 4x4 Challenges should not rely on any past practice or experience in obtaining food or supplies.

Conditions prevailing during this Event may result in the purchase of food and supplies during the Event or its transport stages not being possible.

All supplies required for the week of competition should be obtained before Sunday's competition commences.

8.35. FUEL

A minimum fuel range of 500 km at 100kph on normal unsealed roads must be provided for.

The experience of Competitors in previous events indicated that high performance engines were consuming fuel at a rate of 30 litres per 100 kms during Special Stages and 20 litres per 100 kms on transport stages.

Passage Controllers will direct competing Crews to Fuel supply outlets no more than 500 km apart.

Sub-fuel tanks may be necessary to supplement inadequate main tanks.

The supply of fuel to vehicles outside the authorised fuel supply points will result in Event penalties.

8.36. WATER

It is advisable to bring water from the major population centres to the Broken Hill region, which continues to suffer drought conditions. Water in excess of the 20 litre minimum compulsory volume should be carried as water is scarce if not unavailable at the competition areas. Water supplies should be replenished at fuel supply points. Penalties will be incurred for not carrying the minimum water volume.

8.37. COMPETING WITH VEHICLE UNLOADED

All compulsory items, including sub-fuel tanks and portable fuel containers shall not be unloaded.

Vehicles may be permitted to compete in some SS unloaded (personal and other non-compulsory equipment), however items unloaded may not be accessible between SS or may not be accessible until the end of that day's competition.

Spot checks will be carried out every day on all stages

The Stage Manager will advise when unloaded items may be accessed.

8.38. COMPULSORY ITEMS CHECKLIST

The following items must be carried during ALL SS including SS where personal and other equipment can be unloaded:

1. Helmets as per CCDA regulations – no special paint or artwork
2. Four-point safety harness as per CCDA regulations
3. Roll over protection as per CCDA regulations
4. At least one winch
5. Ground anchor
6. Spare parts and tools
7. Snatch strap min 60mm 8000kg
8. Snatch block 7000kg
9. D Shackles (min 2) 3.25t or 4.75t
10. Winch extension strap min 75mm 8000kg or Synth rope 10mm 8500kg
11. Tree trunk protector min 75mm 12000kg
12. Cable dampener (min weight dry 1kg)
13. Gloves (minimum 2 pairs)
14. Navigational aids including GPS system and hand-held compass.
15. At least one complete spare wheel and tyre
16. First aid kit as per CCDA regulations and Basic first aid manual
17. Garbage bags (minimum one)
18. Minimum of 20 litres of water
19. Fuel and all fuel containers (for min 500kms)
20. Fire extinguishers 1 x 1.5kg or 2 x 0.9kg
21. UHF radio
22. Minimum food rations (Sunday night)

Event Marshals may carry out Compulsory Item checks without notice and Event penalties may be applied for any failure to carry compulsory items during an SS or when advised to do so.



Credit Card Debit Form

Name

Address

Town

State

Postcode

Phone number

Email address (important)

Please initially debit my credit card \$500 being deposit Outback Challenge.

Then please debit my credit card \$280 per month to make up the full payment of \$3300.

If initial payment is after June (date)s, the amount necessary to bring the balance up-to-(date) will be included in the initial payment.

Card Details

Charge my Mastercard Visa (circle one)

Name on card _____

Card Number _ _ _ _ _ _ _ _ _ _

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Signature

* Return this with your entry Outback Challenge PO Box 330 Croydon Vic 3136 fax 03 9723 2022 or phone through details to Paul on 0418 345635.

Office use only

Discount applies (\$1650 total entry cost for 1st 2nd and 3rd drivers in previous event)

Payments processed

Dep \$500 (date) _____ Dec \$280 (date) _____

July \$280 (date) _____ Jan \$280 (date) _____

Aug \$280 (date) _____ Feb \$280 (date) _____

Sept \$280 (date) _____ Mar \$280 (date) _____

Oct \$280 (date) _____ Apr \$280 (date) _____

Nov \$280 (date) _____

Paid in full \$3300 _____(date)

