

Remits 2017/2018 Season

Remit 1

Proposed by ENCC

Alterations to the Standing orders:

18) ALTERATIONS TO STANDING ORDERS AND/OR COMPETITION REGULATIONS

From:

- (b) Alterations to Competition Regulations may be made either by postal ballot, or at General Meeting. In either case, resolution must be carried by a not less than two-thirds majority of the votes exercised by Members.

Change to:

- (b) Alterations to Competition Regulations may be made either by postal ballot, **email ballot**, or at General Meeting. In either case, resolution must be carried by a not less than two-thirds majority of the votes exercised by Members.

Reason:

Update to reflect email as another method in use.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 2

Proposed by Daniel Howat

Alterations to the standing orders: Introduce -

Please note, as part of this remit the subsequent sections will be moved by one and all references to the sections will be updated accordingly.

Introduce:

13) COMPETITORS CONFERENCE

- a) The Competitors Conference shall be held at the 4th round of the National Series, with any additional conferences to be held at the 5th round. Notice of time and place shall be given by the Secretary, in writing and not less than 21 days before the conference. Such notice shall be sent to each ordinary member of the Competition Committee.
- b) The aim of the Competitors Conference is to discuss any proposals made to alter the Standing Orders/Competition Regulations. The conference(s) shall take place at the 4th round of the National Series with any further discussions to be held at the 5th round. During the conference, proposals shall be discussed with any adjustments/alterations allowed to be made as well as the addition or removal of proposals.
- c) At the conclusion of the (final) Competitors Conference, the proposals to alter the Standing Orders/Competition Regulations shall be deemed to be final.

Reason:

Remits should be discussed and improved on before they get voted on. They're all intended to make the sport better which is why they get submitted in the first place. Sometimes the idea is there but the wording isn't which is where a Competitors Conference can come in to help increase the chance of a remit being voted in thanks to everyone's contribution.

The Standing Orders currently have something like this in place but isn't in as much detail and doesn't allow the same amount of flexibility that this will offer.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 3

Proposed by ENCC

Russell Biggs has reviewed the rulebook on general grammar and clarity. We, the ENCC have reviewed this and would like to put forward that these grammatical errors and clarification can be corrected/reworded throughout the rulebook, as it stands.

(See accompanying document for changes).

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 4

Proposed by Daniel Howat

Section One

1.2 A) e) The ENCC shall determine the number of trials from which national placings shall derive. This number and the National Calendar shall become official at the AGM and will be sent to the N.E.C, Clubs and all Competition Licence holders from the previous season.

1.4 A) To be eligible for the National Championship awards or placings, a competitor must be deemed a finisher in at least five National events.

Change to:

1.2 A) e) The ENCC shall determine the number of trials from which eligibility for National and Zone placings shall derive, and the number of trials to be counted towards a National and Zone placing. This number and the National Calendar shall become official at the AGM and will be sent to the N.E.C., Clubs and all Competition Licence holders from the previous season.

1.4 A) As per rule 1.2 A) e), The ENCC shall determine the number of trials from which eligibility for National and Zone Championship awards or placings shall derive, and the number of trials to be counted towards a National and Zone placing.

Remove 1.4 C), 9.5 D), 9.5 F)

Reason:

The rule 1.2 A) e) currently states that the ENCC can decide how many trials you have to do in order to get a national placing. This contradicts rule 1.4 A) which says you have to do at least five.

What I've tried to do here is update the rulebook so it reflects what the ENCC are entitled to in rule 1.2 A) e), and apply the same for Zone placings. What this does is allows the ENCC to decide how many rounds a competitor has to do to get a National or Zone placing and how many of those rounds contribute to their placing, like how you have to finish 2 Zone rounds to get a placing but your best 3 are counted. This also allows for the odd occasion where we may have 9 rounds in a season or 2-4 zone rallies etc. These two updated rules remove three that are related to zone placings as they already covered.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 5

Proposed by Scott Biggs

Section 2.3 (G)

- G) The Stewards' may request the host club to provide at least two vehicles to attempt any given hazard.

Change To:

Remove clause from rule book.

Reason:

Clause obsolete.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 6

Proposed by Scott Biggs

Section 2.7 (G)

- G) The National Scorer shall ensure that all rollovers are marked on the official result sheet.

Change To:

Remove clause from rule book.

Reason:

Clause obsolete.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 7

Proposed by Russell Biggs

Section 3.1 Safety

F) Instances of dangerous driving on access ways shall result in disqualification from the event.

Add:

When competitors vehicles at an event are being driven anywhere, and at any time on the property or adjacent accessways, no passengers shall be allowed to ride on the outside of the vehicle and all persons riding in the vehicle must have a minimum of the lap belt securely fastened.

The driver and co-driver are responsible for ensuring that they both have their helmet and seat belts securely fastened before commencing any and competitive sections of the event.

Reason:

To confirm current good practice as a requirement of the rules and not have to be applied as an "ASR" at each rally.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 8 (Only remit 8 or 9 can be passes as both relate to scrutineering sheet)

Proposed by ENCC

4.1 Entries

From:

- O) Scrutineers will use standard Scrutineering Sheet, as on page 34, to check vehicles for safety, soundness and eligibility.

Change to:

- O) Scrutineers will use the checks on the Scrutineering Sheet as a minimum, to check vehicles for safety, soundness and eligibility.

Reason:

Removing the reference to the page number, as this moves as the competition regulations change with remits each year, and adding the scrutineering sheet as a minimum. I.e. can add additional eligibility checks to the sheet if required.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 9 (Only remit 8 or 9 can be passes as both relate to scrutineering sheet)

Proposed by Daniel Howat

Section Four - Entrance to Events

- 4.1 O) Scrutineers will use standard Scrutineering Sheet, as on page 34, to check vehicles for safety, soundness and eligibility.

Change to:

- 4.1 O) Scrutineers will use standard Scrutineering Sheet, as on page 42, to check vehicles for safety, soundness and eligibility.

Reason:

Scrutineering sheet is on page 42.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 10

Proposed by Scott Biggs

Section 5.2 (B)

- B) Competition License fees shall be as set by General Meeting or postal ballot of Competitors.

Change To:

- B) Competition License fees shall be as set by General Meeting.

Reason:

Postal ballot obsolete.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 11

Proposed by Scott Biggs

Section 5.2 (C)

- C) Navigators Licence Fees shall be half of the competition licence fee at General Meeting or postal ballot for Competitors.

Change To:

- C) Navigators Licence Fees shall be half of the competition licence fee.

Reason:

Keep it simple.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 12

Proposed by Daniel Howat

Section Five - Competitors

(Reintroduce)

- 5.2 G) Competition Licences shall be handed out at scrutineering, a copy of the Competition Regulations will be available on the website to download or order.

Reason:

Comp licences are cool.

(Daniel is happy to organize and facilitate this)

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 13

Proposed by Brian Howat

Section Six - Roll Cages

6.2 Materials

- (a) Roll cages shall be constructed from Grade 250 medium wall black pipe made to BS 1387 - 1985 specifications

Change to:

- (a) Roll cages shall be constructed from Grade 250 medium wall black pipe made to BS 1387 - 1985 specifications, or better. e.g. Thicker walled Black Pipe, Schedule 40, Schedule 80 and 4130 Chromoly.

Reason:

Competitors have been using better materials in the frames of their 4wds for over 10 years without any problems. I believe it is time to move the sport forward with better, materials in the roll cage.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 14

Proposed by Glenn D'Ath

Section 6.2 Materials (Roll Cages)

- (b) The size of the pipe to be used is to be determined by the overall weight of the vehicle and unsupported span as follows:
 - vehicles up to 1000kgs - minimum 25mm nominal bore; maximum unsupported span of 1200mm

- vehicles over 1000kgs up to 1500kgs - minimum 32mm nominal bore, maximum unsupported span of 1400mm
- vehicles over 1500kgs up to 2000kgs - minimum 40mm nominal bore, maximum unsupported span of 1600mm
- vehicles over 2000kgs - minimum 50mm nominal bore, maximum unsupported span of 1800mm

Change to:

(b) The size of the pipe to be used is to be determined by the overall weight of the vehicle and unsupported span as follows:

- vehicles up to 1000kgs - minimum 25mm nominal bore; maximum unsupported span of 1200mm
- vehicles over 1000kgs up to 1500kgs - minimum 32mm nominal bore, maximum unsupported span of 1400mm
- vehicles over 1500kgs up to 2000kgs - minimum 40mm nominal bore, maximum unsupported span of 1600mm
- vehicles over 2000kgs - minimum 50mm nominal bore, maximum unsupported span of 1800mm

- The overall weight of the vehicle is defined as the race ready weight excluding the occupants. A race ready vehicle shall have all fluids (inc. fuel for a minimum of 15 hazards), helmets, tools and equipment required to enter the event.

Reason:

The rule book does not define the overall weight of the vehicle and clarity is required to ensure it can be consistently applied.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 15

Proposed by Scott Biggs

Section 6.2 (C)

C) Maximum unsupported span must be adhered to regardless of vehicle weight i.e. if spanning more than the maximum unsupported span permitted by these regulations then a larger appropriately sized pipe must be used. Span is measured from outside to outside of overall length.

Change To:

C) Maximum unsupported span must be adhered to regardless of vehicle weight i.e. if spanning more than the maximum unsupported span permitted by these regulations then a larger appropriately sized pipe must be used. Span is measured from outside to outside of overall length **where roll cage pipe is not supported by an equal or superior material to the roll cage.**

Reason:

The wording does not specify that roll cage material is to be used as the “larger appropriately sized pipe”.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 16

Proposed by Scott Biggs

Section 6.2 (E) New clause.

(E) Heavy wall black pipe made to BS 1387-1985 specifications may be used as roll cage pipe.

Reason:

To allow competitors to build stronger roll cages.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 17

Proposed by Scott Biggs

Section 6.2 (F) New clause.

(F) Chromoly tube 4130 can also be used as roll cage material. Minimum size of 1 5/8" x .095 (41.27mm x 2.41mm) applicable to all vehicle weights and pipe spans up to 1500kg. The competition must provide scrutineers with the following evidence of pipe material at the first scrutineering.

- 1) Photos up close and of the entire truck of stamped chromoly pipe for all roll cage pipe before it is painted. If possible one of the current scrutineers should view the frame in person before the truck is painted but is not compulsory. If the scrutineer inspects the frame before it is painted this must be documented stating what was inspected and supplied to the ENCC.
- 2) Copy of the original receipt from the supplier where the chromoly was bought stating the pipe material.

Reason:

Stronger roll cages mean safer competitors. In recent years we have seen competitors severely injured due to roll cage failures. Roof plates and increased head clearance have made a great improvement to the safety of our competitors. These changes were made in reaction to competitors being injured. With vehicle capabilities continuing to improve we need to keep improving the safety of our trucks to prevent injury. Speedway, offroad racing and jet sprints all use chromoly tube for their roll cages. Chromoly has been used for several years in the space frames of trucks in our sport with no issues. Just like mild steel, chromoly needs to be replaced if damaged and welds inspected regularly for condition. I would like to offer competitors the option to compete in much stronger roll cages than the current rules allow.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 18

Proposed by Scott Biggs

Section 6.5 (D)

(D) An inspection hole of not less than 6mm (1/4") diameter is to be drilled on the left hand side of the main hoop.

Change To:

(D) An inspection hole of 3mm diameter may be drilled by the scrutineer at any point in the roll cage they choose to verify the correct pipe thickness. Only one hole may be drilled and will be used for subsequent inspections unless the roll cage has been modified after its original inspection in which case another hole may be drilled. After the first inspection competitors

may seal this hole with a rivet or bolt and only remove if requested by the scrutineer for inspection.

Reason:

Allow scrutineers to drill holes in roll cages to verify wall thickness in a location and size the does not undermine the roll cage.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 19

Proposed by ENCC

Section 6.5 Fabrication (Roll Cages)

Add:

- (f) Structural or safety components of the vehicle (i.e. chassis and roll cage) shall NOT be used for the storage or transport of any liquids or gasses.

Reason:

Water in frames have the potential for un-identified internal corrosion, material weakening and failure. Scrutineers cannot inspect this safety risk.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 20

Proposed by Scott Biggs

Section 7.1 (E)

- (E) Tow hooks securely fitted with a minimum plate thickness of 6mm to the front and rear of the chassis. Tow balls not permitted.

Change To:

- (E) Tow hooks securely fitted with a minimum plate thickness of 6mm to the front and rear of the chassis. Additional tow hooks may be mounted to the front or rear axle of the vehicle. Tow balls not permitted.

Reason:

To allow competitors to mount Tow hooks too the axles. If tow hooks on the axles are accessible they are much better for recovering vehicles as the vehicle is pulled directly as opposed to dragging the Wheels / axles out pulling from the chassis.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 21

Proposed by Glenn D'ATH

Change:

Page 42 – scrutineering sheet to: *(see scrutineering sheet on next page)*

Reason:

Tidy up Scrutineering sheet.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Competition Committee SCRUTINEERING SHEET

Event Name:

Event Date:

Drivers Name:

Navigators Name:

Competition Licence No.:

C O M P	P A S S	F A I L	R E C H	ITEM	CLASS	DRAW NO.
				Navigators Drivers Licences Sighted	Licences	Comments
				Drivers "Drivers" Licences Sighted		
				Roll Cage/Mounts/Welds/tags – Support Structure		
				- Rollcage helmet clearance 100mm		
				Roof plate - truck weight:		
				- Design acceptable		
				- Thickness		
				Firewall	Chassis And Body	
				Body/Chassis (secure)		
				Tow Hooks/Front and Rear/HT Bolts		
				Bonnet (secure)		
				Seats (secure)		
				Seat Belts Approved Type (secure) and installation		
				Knobs on Levers		
				Fire Extinguisher Approved Type/Test Date – SHAKE		
				Crash Helmet Approved Type/Condition		
				Rims Size	Wheels	
				Tyres Approved Type/Size		
				Wheel Nuts and Studs (secure)		
				Foot Brake Operation	Brakes	
				Brake Hoses and Pipes (no defects)		
				Battery (secure)	Electrical	
				Fuel Tank/Lines/Non Leak Fuel Cap (secure)	Fuel	
				Engine/Transmission Mounts (secure)	Engine	
				Extra Throttle Spring (to carb butterfly)		
				Cooling Fans/Drive Belts (shroud protection)		
				Adequate Exhaust System (protected)		
				Drive Shafts/Universals (secure)	Drive and Suspension Components	
				Steering Box/Rack System (secure)		
				Steering Joints and Hoses (no defects)		
CHECK LIST FOR: Non C & D Classes. @ Delete for G Class, * Delete for A & B Class, # Delete for E & F Class, % Delete for J & K Class						
				% Correct Body	SCRUTINEERING PASSED	
				##% Correct Engine		
				##% Correct Transmission		
				##% Correct Brake System		
				##% Correct Front Suspension		
				% Correct Rear Suspension		
				##% Front Springs and Shock Absorbers		
				% Rear Springs and Shock Absorbers		
				##% Front Shackles and Bushes		
				% Rear Shackles and Bushes		
				@ No LSD, SRD, or Diff locking Devices	SCRUTINEER'S SIGNATURE	
				##% Inside Track Measurement		
				@* Independent wheel brakes one end only		



Remit 22

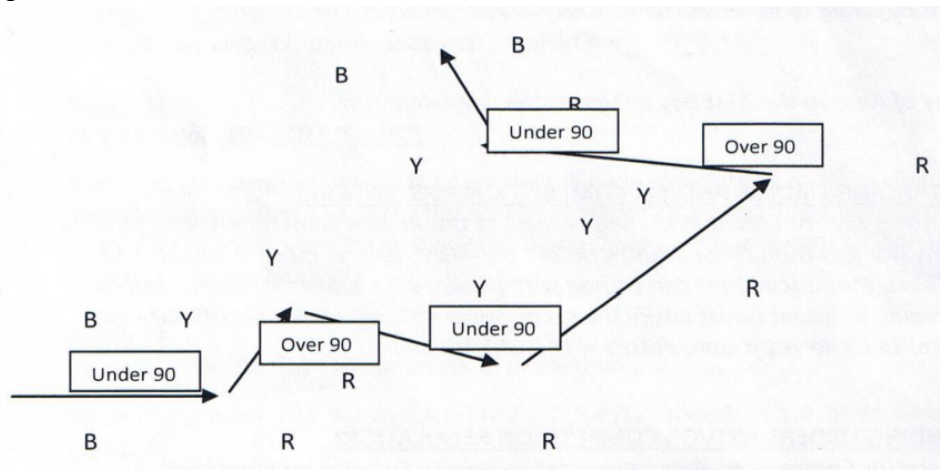
Proposed by Daniel Howat

Section Eight - Course

8.1 A) g)

The correct method of determining the (line of the course) is to estimate the middle point of each set of pegs that creates the hazard, then judge the line that is formed by joining those points. This will help to determine whether you need to apply a 6.25m radius from the inside peg, this giving the 12.5m turning circle required.

Eg:



Reason:

Using a diagram will make it easier for those setting up the course.

Change to:

8.1 A) g) The correct method of determining the line of the course is to estimate the middle point of each set of pegs that creates the section, then judge the line that is formed by joining those points. This will help to determine whether you need to apply a 6.25m radius from the inside peg, this giving the 12.5m turning circle required **if a corner is over 90 degrees.**

Eg:

Fig 1.

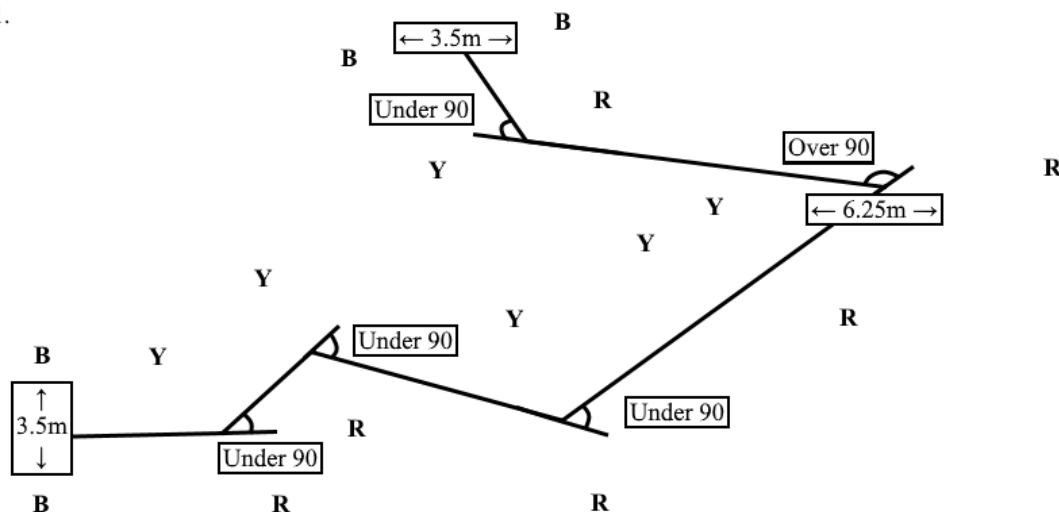


Fig 2.

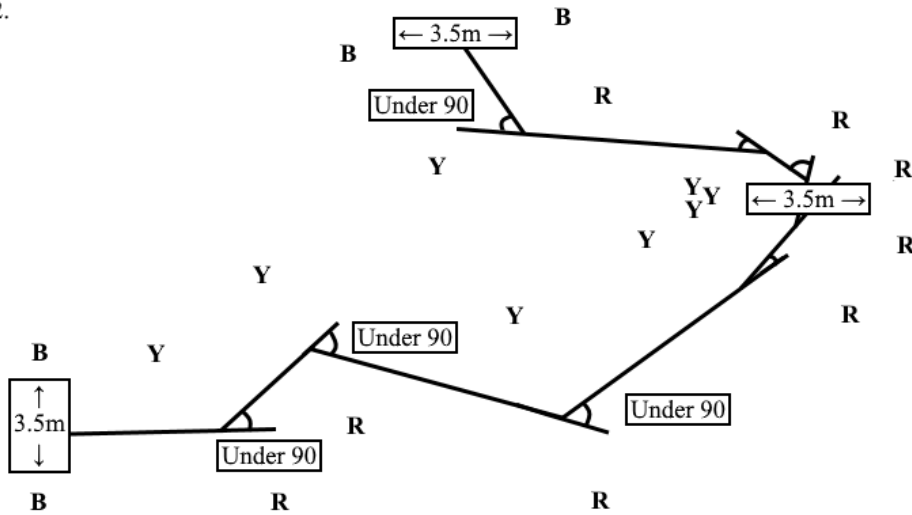


Fig 3.

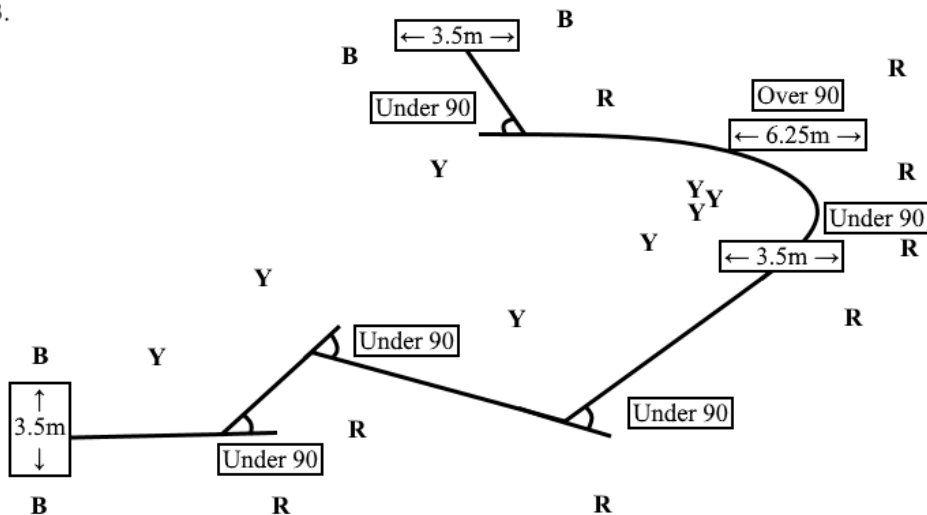


Fig 1. is an example of what a section may look like. Take note that the minimum distance between pegs is 3.5m unless a corner in the section goes over 90 degrees, where it then must be a minimum of a 6.25m-radius to give the 12.5m turning circle required.

Adding extra pegs in a 90 degree-or-more corner will only make the angle between each set of pegs smaller as shown in Fig 2., Not make the corner itself less than 90 degrees as shown in Fig 3. which shows the flow of the course as well as the 6.25m-radius required once the corner goes over 90 degrees.

Fig 2. shows an unacceptable course design that cannot be used unless a 6.25m-radius is introduced for the corner over 90 degrees, as shown in Fig 3.

Reason:

Just a clarification/tidy up on the rule as the original diagram is wrong as well as just making it easier to understand how to peg out a hazard instead of going back and forth in the rulebook to find all the different bits of information.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 23 (Only remit 23 or 24 can be passed, as both relate to section 8.1 (D))

Proposed by Scott Biggs

Section 8.1 (D)

- (D) Unnatural or man made hazards are banned, e.g.: Tyre bogs. However, straddling a rope, tyres on logs, or see-saws are permitted. (interpreted as unnatural manmade hazards)

Change To:

- (D) The use of earth moving machinery is allowed to create or alter sections. Foreign objects cannot be placed into the section. Only natural ground can be altered.

Reason:

Allow host clubs to use land that would normally not be suitable for a trial and clarify how machines can be used in our sport to create sections.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 24 (Only remit 23 or 24 can be passed, as both relate to section 8.1 (D))

Proposed by Daniel Howat

Section Eight - Course

- 8.1 D)** Unnatural or man made hazards are banned e.g.: Tyre bogs. However straddling a rope, tyres on logs, or see-saws are permitted (Interpreted as unnatural manmade hazards)

Change to:

- 8.1 D)** Unnatural sections are banned, e.g. Tyre bogs. However, straddling a rope, tyres on logs or see-saws are permitted.

Reason:

This is the rule from the rulebook in 1994, the man-made bit was added in some time later and doesn't need to be in there.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 25

Proposed by Daniel Howat

Section Nine - Competition

- 9.1 E) a)** Once the course has been set and approved by the Stewards, there shall be no changes to any section, or any sections added, or removed, except sections may be removed when closed for safety or other reason by order of the Stewards or the Clerk of the Course. Any number of sections can be closed on the day of the rally.

Change to:

- 9.1 E) a)** Once the course has been set and approved by the Stewards, there shall be no changes to any section, or any sections added, or removed, except sections may be removed when closed for safety or other reason (**except 9.1 E) e))** by order of the Stewards or the Clerk of the Course. Any number of sections can be closed on the day of the rally.

Reason:

Tidy up of the rule book and to reflect common practice.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 26

Proposed by Daniel Howat

Section Nine - Competition

- 9.1 A) b) Vehicle Numbers must be clearly displayed on each side of the competition vehicle throughout the event. The vehicle number first, followed by the class letter (e.g. 999C), Minimum 100mm in height and 15mm brushstroke. Vehicle Numbers must be in contrasting colour to background so clearly visible.

Change to:

- 9.1 A) b) Vehicle Numbers must be clearly displayed on each side of the competition vehicle throughout the event. e.g. 999, Minimum 100mm in height and 15mm brushstroke. Vehicle Numbers must be in contrasting colour to background so clearly visible.

Reason:

The letter isn't really mentioned anywhere else except on the side of a vehicle, it is irrelevant.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 27

Proposed by Daniel Howat

Section Nine - Competition

- 9.1 E) e) Once the first vehicle has attempted a hazard, it cannot be closed due to incorrect initial peg placement; Stewards may only close a hazard for safety reasons.

Change to:

- 9.1 E) e) Once the first vehicle has attempted a hazard, it cannot be closed due to incorrect initial peg placement; Stewards **or the Clerk of the Course** may only close a hazard for safety reasons.

Reason:

Tidy up of the rule book and to reflect what is stated above this rule.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 28 **(Only one remit can be passed from 28, 29 or 30 as it would create a contradiction in the rule book)**

Proposed by ENCC

9.1 TRIAL RULES

- 9.1 D) There will be no time schedule to maintain except as below:
c) Competitors arriving at an observed section more than 30 minutes after the preceding competitor may not be permitted to attempt that observed section, *unless directed to by the Clerk of Course or a Steward.*

Change to:

- 9.1 D) There will be no time schedule to maintain except as below:
c) Competitors arriving at an observed section more than 30 minutes after the preceding competitor may not be permitted to attempt that observed section.

Reason:

To correct a contradiction in rule book between 9.1 D c) and 9.5 C
Suggestion from ENCC was to either remove 'unless instructed...' from 9.1D c) or add it to 9.5c)
Suggestion was also to discuss at competitors meeting if we keep to 30 mins or extend to 45 or 60 mins if 'unless instructed...' was removed.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 29 (Only one remit can be passed from 28, 29 or 30 as it would create a contradiction in the rule book)

Proposed by the ENCC

9.5 POINTS

9.5 C) To be classed as a finisher, a driver must have completed at least three quarters of the total number of observed sections run at any event, arrived at their final observed section within 30 minutes of the preceding vehicle, and handed in their score card within 20 minutes after completing their last observed section.

Change to:

9.5 C) To be classed as a finisher, a driver must have completed at least three quarters of the total number of observed sections run at any event, arrived at their final observed section within 30 minutes of the preceding vehicle (*unless directed to by the Clerk of Course or a Steward*), and handed in their score card within 20 minutes after completing their last observed section.

Reason:

To correct a contradiction in rule book between 9.1 D c) and 9.5 C
Suggestion from ENCC was to either remove 'unless instructed...' from 9.1D c) or add it too 9.5c)
Suggestion was also to discuss at competitors meeting if we keep to 30 mins or extend to 45 or 60 mins if 'unless instructed...' was removed.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 30 (Only one remit can be passed from 28, 29 or 30 as it would create a contradiction in the rule book)

Proposed by Daniel Howat

Section Nine - Competition

9.5 Points

9.5 C) To be classed as a finisher, a driver must have completed at least three quarters of the total number of observed sections run at any event, arrived at their final observed section within 30 minutes of the preceding vehicle, and handed in their score card within 20 minutes after completing their last observed section.

Change to:

9.5 C) To be classed as a finisher, a driver must have completed at least three quarters of the total number of observed sections run at any event and handed in their score card within 20 minutes after completing their last observed section.

Reason:

Just a tidy up as this rule contradicts what is stated earlier in the rulebook and caused a bit of a problem at Round 2.

Remit 31 (Only remit 31 or 32 can be passed, not both as it would create a contradiction in the rule book)

Proposed by ENCC

Section 9.2 Crew Rules

From:

- D) All competitors must wear crash helmets with straps firmly secured while the vehicle is negotiating a section.

Change to:

- D) All competitors must wear crash helmets with straps firmly secured while the vehicle is negotiating a section. **Neck braces (or restraint system) shall be worn when negotiating a section.**

Reason:

Safety improvement or recommendation.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 32 (Only remit 31 or 32 can be passed, not both as it would create a contradiction in the rule book)

Proposed by ENCC

Section 9.2 Crew Rules

From:

- D) All competitors must wear crash helmets with straps firmly secured while the vehicle is negotiating a section.

Change to:

- D) (a) All competitors must wear crash helmets with straps firmly secured while the vehicle is negotiating a section. **Neck braces are recommended when negotiating a section.**

Reason:

Safety improvement or recommendation.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 33 (Only remit 33 or 34 can be passed, not both as it would create a contradiction in the rule book)

Proposed by Daniel Howat

Section Nine - Competition

9.3 Section Rules

Add: C) d) A vehicle may roll through a section. A rollover over 90 degrees will not be regarded as a failure.

Reason:

Nothing in the rulebook mentions anything about scoring a rollover in a section.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 34 (Only remit 33 or 34 can be passed, not both as it would create a contradiction in the rule book)

Proposed by Paul Barnes

Under Section Rules 9.3 C) add:

'(d)' A roll over onto your trucks roof will be deemed as failure in any hazard, and points will be awarded relative to the grading just passed at moment vehicle rolls onto its roof. Or a maximum score if a roll has occurred in an ungraded or timed hazard.

Reason:

A driver will have lost control of their vehicle by this point, cages need to be checked once roll has gone past 90 degrees, and this this to prevent people rolling over within the confines of a hazard and being awarded a better score. best example I can think of is rolling forward down a hill, and then being awarded a zero when driver has clearly lost control and also rolled more than 90 degrees.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Remit 35

Proposed by Daniel Howat

Section Nine - Competition

9.5 E) Zone Series points will be allocated to drivers competing in their Zone of residence. If a person belongs to Clubs in more than one zone, he/she shall nominate, at the start of the series, in which zone any points gained will be accumulated to carry forward to the National Final.

Change to:

9.5 E) Zone Series points will be allocated to drivers competing in their Zone of residence. If a person belongs to Clubs in more than one zone, he/she shall nominate at the start of the series which Zone Series they wish to gain points in.

Reason:

Rule is outdated from when the sport used to have 2-3 Zone Series instead of a National Series, where you would gain points in 1 of those series in order to qualify for the National Final/Overall Placings.

Remit 36

Proposed by Daniel Howat

Your Vote	Pass	Fail
Conference Vote	Pass	Fail

Everywhere.

Section Two

2.3 B) i) Ensure hazards are taped for safety of all.

2.3 E) Roll overs. The Stewards shall check all vehicles and competitors involved in roll overs of more than 90 degrees, at the obstacle BEFORE moving to another obstacle or going to pits to ascertain the safety of the vehicle and competitors before continuing in competition. In all instances of a roll over of more than 90 degrees the competitors score card must have an "R" recorded against the score for that hazard and this information must be recorded in a Roll Over Register which must be updated and made available to the scrutineers of the next round of the series in order to assist with checking of roll cages.

2.3 G) The Stewards' may request the host club to provide at least two vehicles to attempt any given hazard.

Section Three

3.1 b) Organisers shall arrange for First Aid personnel and equipment to be available at all events from the start of the 1st obstacle until all score cards are handed in at the end of the day.

Section Six – Roll Cages

6.7 (a) The Executive Committee has the power to elect a Sub Committee to review safety aspects if Roll Cage design, reviewing any consistent faults or associated design faults that will have an impact in the future, and report back with new designs, being aware of the changes within the sport of vehicle design and hazard design.

Section Eight - Course

8.1 A) g) The correct method of determining the (line of the course) is to estimate the middle point of each set of pegs that creates the hazard, then judge the line that is formed by joining those points. This will help to determine whether you need to apply a 6.25m radius from the inside peg, this giving the 12.5m turning circle required. Eg:

8.1 D) Unnatural or man made hazards are banned, e.g.: Tyre bogs. However, straddling a rope, tyres on logs, or see-saws are permitted. (Interpreted as unnatural manmade hazards)

8.1 E) Reversing hazards are not permitted, (i.e. this means any hazard you are required to reverse as part of the hazard).

Section Nine - Competition

9.1 E) e) Once the first vehicle has attempted a hazard, it cannot be closed due to incorrect initial peg placement; Stewards may only close a hazard for safety reasons.

9.2 H) b) Any competitor found to be cheating or to be in breach of or abusing these Regulations may be issued a penalty by the National Competitions Committee Executive.

The penalties available to the National Competitions Committee Executive shall include:

i 200 point hazard penalty.

ii Allocation of penalty points for the trial.

iii Banned from competing in the trial at which the offence took place.

iv Loss of placing points for the trial at which the offence took place.

v Loss of placing points and/or banned for a set number of events

vi Loss of placing points and/or banned for the current Season/Series.

9.3 A) d) Competitors MUST be ready to start a hazard as soon as possible after previous vehicle.

Change to:

Section Two

2.3 B) i) Ensure **sections** are taped for safety of all.

2.3 E) Roll overs. The Stewards shall check all vehicles and competitors involved in roll overs of more than 90 degrees, at the **section** BEFORE moving to another **section** or going to pits to ascertain the safety of the vehicle and competitors before continuing in competition. In all instances of a roll over of more than 90 degrees the competitors scorecard must have an "R" recorded against the score for that **section** and this information must

be recorded in a Roll Over Register which must be updated and made available to the scrutineers of the next round of the series in order to assist with checking of roll cages.

2.3 G) The Stewards' may request the host club to provide at least two vehicles to attempt any given **section**.

Section Three

3.1 b) Organisers shall arrange for First Aid personnel and equipment to be available at all events from the start of the 1st **section** until all scorecards are handed in at the end of the day.

Section Six - Rollcages

6.7 (a) The Executive Committee has the power to elect a Sub Committee to review safety aspects if Roll Cage design, reviewing any consistent faults or associated design faults that will have an impact in the future, and report back with new designs, being aware of the changes within the sport of vehicle design and **section** design.

Section Eight - Course

8.1 A) g) The correct method of determining the (line of the course) is to estimate the middle point of each set of pegs that creates the **section**, then judge the line that is formed by joining those points. This will help to determine whether you need to apply a 6.25m radius from the inside peg, this giving the 12.5m turning circle required. Eg:

8.1 D) Unnatural or man made **sections** are banned, e.g.: Tyre bogs. However, straddling a rope, tyres on logs or see-saws are permitted. (Interpreted as unnatural manmade **sections**)

8.1 E) Reversing **sections** are not permitted, (i.e. this means any **section** you are required to reverse as part of the **section**).

Section Nine - Competition

9.1 E) e) Once the first vehicle has attempted a **section**, it cannot be closed due to incorrect initial peg placement; Stewards may only close a **section** for safety reasons.

9.2 H) b) Any competitor found to be cheating or to be in breach of or abusing these Regulations may be issued a penalty by the National Competitions Committee Executive.

The penalties available to the National Competitions Committee Executive shall include:

i 200 point **section** penalty.

ii Allocation of penalty points for the trial.

iii Banned from competing in the trial at which the offence took place.

iv Loss of placing points for the trial at which the offence took place.

v Loss of placing points and/or banned for a set number of events

vi Loss of placing points and/or banned for the current Season/Series.

9.3 A) d) Competitors MUST be ready to start a **section** as soon as possible after the previous vehicle.

Reason:

Hazards/Obstacles/Sections are referred to Sections throughout the rulebook except in these areas, the intent of this remit is to just tidy it up and make it all the same.

If any of these rules have been changed through other remits then anywhere it says hazard or obstacle will be changed to sections instead of back to the original rule.

Your Vote	Pass	Fail
Conference Vote	Pass	Fail



COMPETITION COMMITTEE PROXY VOTING FORM

Remits 2017/2018 Season

Name: Licence Number:

Date..... Signature:.....

Please circle applicable Yes or No

- Remit 1Yes No **Remit 22** Yes..... No
- Remit 2 Yes No **Remit 23** Yes..... No
- Remit 3 Yes No **Remit 24**..... Yes..... No
- Remit 4 Yes No **Remit 25** Yes..... No
- Remit 5 Yes No **Remit 26** Yes..... No
- Remit 6 Yes No **Remit 27** Yes..... No
- Remit 7 Yes No **Remit 28** Yes..... No
- Remit 8 Yes No **Remit 29** Yes..... No
- Remit 9 Yes No **Remit 30** Yes..... No
- Remit 10 Yes No **Remit 31** Yes..... No
- Remit 11 Yes No **Remit 32** Yes..... No
- Remit 12 Yes No **Remit 33**..... Yes..... No
- Remit 13 Yes No **Remit 34**..... Yes..... No
- Remit 14 Yes No **Remit 35** Yes..... No
- Remit 15 Yes No **Remit 36**..... Yes..... No
- Remit 16 Yes No
- Remit 17 Yes No
- Remit 19 Yes No
- Remit 20 Yes No
- Remit 21 Yes No

**Please post or e-mail form to Secretary to arrive no later than
Wednesday 11th April 2018.**

**Brittany Hobart
NZ 4x4 Trials
7 Findlater Street
Matamata
3400**