



Winch challenge competition rules 2022

www.mackayoffroadchallenge.com

This event shall be conducted under the National Competition Rules of Australian Auto-Sport Alliance, these regulations, and any further regulations or bulletins which may be released.

Permit number: [TBA]

Any clarification or information required in regards to the rules and regulations can be obtained from the Event Committee (mackayoffroadchallenge@outlook.com).

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Mackay Offroad Challenge 2022 Rules and Regulations

Event Rules

1. General event rules

- 1.1. Control of the event will be through the Event Committee, headed by the Clerk of the course. This event is designed to bring four wheel drive enthusiasts together.
- 1.2. The stages are designed to test driver, co-driver and their vehicle, to their limits in extreme conditions. It is primarily a driving competition, but will test competitors in all aspects of four wheel driving, including safe winch recovery techniques.
- 1.3. The stages will be varied courses on private property.
- 1.4. The stage results will determine the place getters and scoring will be a combination of elapsed time, less any penalties incurred or plus bonus points received.
- 1.5. The Event Committee will always endeavour to run all stages and allow all competitors to compete on those stages, however, stages may be withdrawn by the Clerk of the Course for safety reasons or time constraints.
- 1.6. The number of competitors per event will be at the Event Committee's discretion.
- 1.7. Once event activity has ceased, and the last stage has been closed, teams are not test, tune or drive at speed at any time.

2. Nominations

- 2.1. Nominations open 1 January 2022.
- 2.2. Only entries completed by the online nomination form and accompanied by the correct fee will be accepted.
- 2.3. All competitors (driver and co-driver) must hold a current AASA Club Off Road Racing Licence, or an AASA Club Off Road Single Event Licence for the appropriate dates. All competitors are responsible for completing their registration paperwork with the AASA. The applications can be found online at: <https://aasa.com.au/off-road/>.
- 2.4. It is recommended you ensure your nomination has been accepted and there are sufficient numbers in your class prior to applying for this licence.
- 2.5. Entries will close on the date specified by the Event Committee. Late entries may not be accepted.
- 2.6. Competitors must use the AASA sign in sheet at the beginning of each event.

3. Vehicle Rules Introduction

- 3.1. This event is open to vehicles that represent OEM (original equipment manufacturer) production based 4WD vehicles or, in the case of Outlaw Class, custom built vehicles.
- 3.2. Any vehicle failing to comply with any of the rules and regulations contained in this event guide (including unusual or extraordinary vehicles) is required to apply for an exemption to the Event Committee, stating the regulations that the vehicle fails to comply with. Each request will be considered on its merit. An exemption will only be granted when the Event Committee is satisfied that the vehicle has no unfair advantage over other competing vehicles and no safety aspects have been ignored. Failure to apply for an exemption prior to the vehicle and equipment check may exclude the participant from starting the event.

4. Class system

- 4.1. There are three classes of competition covered by these rules:
 - 4.1.1. Weekend Warrior
 - 4.1.2. Open
 - 4.1.3. Outlaw.
- 4.2. The table below is a brief summary of the rule differences between classes.

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4.3. Full details are contained in the detailed rule clauses within the Rules and Regulations.

4.4. In order to qualify for prize money, each class needs a minimum of 5 entries.

Description of rule	Weekend Warrior (section 6)	Open (section 7)	Outlaw (section 8)
Chassis modification	50% of the chassis between the axles, in one continuous section must be from an OEM production based 4wd vehicle	50% of the chassis between the axles, in one continuous section must be from an OEM production based 4wd vehicle	Open – framing for roll cage, body mounting, suspension etc, may be permanently attached
Body modification	Unrestricted	Unrestricted	Unrestricted
Engine modification	Unrestricted	Unrestricted	Unrestricted
Electrical system	Battery isolation switch required	Battery isolation switch required	Battery isolation switch required
Protection	Not required	Minimum 4+4 point roll cage	Minimum 6 point roll cage
Winch	Single motor only, 12v only. OEM drum, no air free spool	Reinforcing and strengthening allowed, wider drums and air free spool	Open
Tyres	Maximum 37"	Maximum 37"	Unrestricted

5. Vehicle passports

- 5.1.1. Commencing in 2022, the Mackay Offroad Challenge is phasing in the use of AASA Vehicle Passports. These passports assist with due diligence requirements in relation to the safety of the vehicle.
- 5.1.2. We encourage all competing teams to obtain these for 2022 - they will be mandatory from 2023 onwards.
- 5.1.3. This is a one-off fee of \$100 payable directly to the AASA and the vehicle passport applies for the life of the vehicle.
- 5.1.4. Further information is located here: <https://aasa.com.au/wp-content/uploads/2017/02/170213-02-Vehicle-Passport-Information-V3.1.pdf>
- 5.1.5. To apply for an AASA vehicle passport, complete the application form: <https://aasa.com.au/vehicle-passports/>
- 5.1.6. You will be issued with a temporary passport to bring to the Mackay Offroad Challenge. Once your vehicle has been scrutineered and checked, your temporary passport will be signed and returned to the AASA to issue you with your full vehicle passport.
- 5.1.7. Furthermore, the Mackay Offroad Challenge will be requiring all competing teams to complete a statutory declaration (prior to the event or at scrutineering), certifying the manufacture and installation of the safety cage complies with the Rules and Regulations and that they take full responsibility for the manufacture and installation in the vehicle.

6. Vehicle rules for Weekend Warrior class

6.1. Chassis modification

- 6.1.1. 50% of the chassis between the axles, in one continuous section must be from an OEM production based 4WD vehicle.
 - 6.1.1.1. It must retain factory profile.
 - 6.1.1.2. It may be strengthened.

6.2. Engine modification and location

- 6.2.1. Engine must be OEM
- 6.2.2. Diesels may be turbo charged.
- 6.2.3. Snorkels and aftermarket air filters are unrestricted.

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- 6.2.4. Oil coolers, filters and their attachments are unrestricted.
- 6.2.5. There is no restriction on radiator type, number or placement. Any coolant pipes must be to a safe standard as well as hard piped and insulated if located within the vehicle cabin.

6.3. Electrical system

- 6.3.1. All batteries must be secured adequately.
- 6.3.2. Batteries mounted in the cabin must be enclosed and vented to the outside unless the battery is a sealed unit.
- 6.3.3. A mechanical battery isolation switch for the battery(s) that provide power to the engine, ignition and fuel pump is required. The switch must be within easy reach of both the driver and co-driver when they are seated in the vehicle with their full seat belt harnesses on. It must be clearly marked and it's 'on' and 'off' positions easily recognised. This switch may isolate the battery negative terminal.

6.4. Protection

- 6.4.1. Exo cages, gutter bars are allowed.
- 6.4.2. Internal roll cages are encouraged.

6.5. Winch

- 6.5.1. Winch must be a single motor, 12v only with OEM drum.
- 6.5.2. No air free spool is allowed.

6.6. Tyres

- 6.6.1. Tyres are restricted to a maximum size of 37" inches.

7. Vehicle rules for open class

7.1. Body/Chassis modification

- 7.1.1. 50% of the chassis between the axles, in one continuous section must be from an OEM production based 4WD vehicle.
- 7.1.2. Original chassis must remain but can be modified/strengthened. Front or rear of chassis can be shortened to panhard rod on coil vehicles and leaf spring vehicles will be the furthest outboard hanger.
- 7.1.3. It must retain factory profile.
- 7.1.4. It may be strengthened.
- 7.1.5. The vehicle must resemble a volume produced commercial or recreation vehicle.
- 7.1.6. Guards can be modified, no sharp edges allowed.
- 7.1.7. Body lift is allowed.
- 7.1.8. Front and side windows to be approved glass (or can be removed) – if front windscreen is removed safety helmets with visors are to be worn.
- 7.1.9. All vehicles must have doors. Doors must stay as original on outside. Inside can be modified as you choose with safety in mind. (i.e. Skins must remain complete externally and must retain factory form).
- 7.1.10. Bonnets must retain 95% of their original shape from factory and resemble the vehicle it is from. Every effort must be made to cover the engine in such a way that it is safe for bystanders should any parts become airborne due to failure i.e. belts, fans, exploding blocks.
- 7.1.11. Bull bar must not have any sharp edges.
- 7.1.12. Rear wheel steering or hydro suspension not allowed.

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- 7.1.13. A recovery point (painted red) is required for both the front and rear of the vehicle and if mounted to the chassis a minimum of two 12mm, or four 10mm, grade 8 (or equivalent) high tensile bolts be used. Minimum recovery point is a rated lifting lug (1.4T) with a 19mm thread, or weld on lugs acceptable. Note: Hole in recovery point MUST be able to fit the hook from the winch on the vehicle. If not, MUST have a D-Shackle that does fit the hook in the recovery point at all times.
- 7.1.14. Items carried in the vehicle must be secured while the vehicle is in motion.
- 7.1.15. Tube frame chassis is not allowed.

7.2. Harnesses

- 7.2.1. Open, modified and UTV vehicles must be fitted with a minimum four point racing harness for all occupants. It is recommended that competitors use five or six point harnesses. Harnesses will comply at least with SFI16.1, FIA Standard 8853 or 8854, 8853/98 or 8854/98. The full harness must not be frayed, torn or damaged in any way. In all cases of mounting the following must be observed:
 - 7.2.2. Floor mounting points must be reinforced with a 3mm steel plate of at least 75mm x 50mm on the underside of the body.
 - 7.2.3. Full harness rear mounting point or points must be to a substantial part of the vehicles structure, reinforced as may be appropriate or to the roll cage. Or reinforced as above if through body bolts are used.

7.3. Engine modification and location

- 7.3.1. There is no restriction on engine type.
- 7.3.2. There is no restriction on engine location.
- 7.3.3. The engine may be modified to include superchargers, turbo chargers and intercoolers.
- 7.3.4. Alternative engine management systems and fuel systems.
- 7.3.5. Replacement engines from any automotive engine manufacturer are permitted.
- 7.3.6. Snorkels and aftermarket air filters are unrestricted.
- 7.3.7. Oil coolers, filters and their attachments are unrestricted.
- 7.3.8. There is no restriction on radiator type, number or placement. Any coolant pipes must be to a safe standard as well as hard piped and insulated if located within the vehicle cabin.
- 7.3.9. Any pipe work used to carry high pressure or temperature fluid through the cabin interior (rear mounted radiators) must be solid pipe beginning a minimum of 100mm before and after the firewall and rear of the cab. Welded bends or flexible joints in cab are not allowed.

7.4. Electrical system

- 7.4.1. All batteries must be secured adequately.
- 7.4.2. Batteries mounted in the cabin must be enclosed and vented to the outside unless the battery is a sealed unit.
- 7.4.3. A mechanical battery isolation switch for the battery(s) that provide power to the engine, ignition and fuel pump is required. The switch must be within easy reach of both the driver and co-driver when they are seated in the vehicle with their full seat belt harnesses on. It must be clearly marked and it's 'on' and 'off' positions easily recognised. This switch may isolate the battery negative terminal.
- 7.4.4. Inverters are allowed in cab for charging of communication and video recording equipment. Note: all battery cables going to winches and batteries must have rubber boots or rubber flap over top.

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7.4.5. Not allowed: external power sources.

7.5. Steering

7.5.1. Open.

7.6. Brakes

7.6.1. Must be factory style. Four disc allowed. Steering brakes if fitted must be disabled.

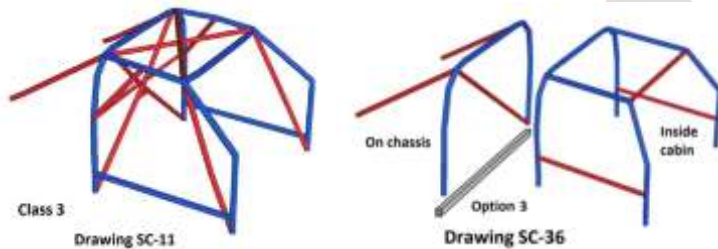
7.6.2. Upgraded rotors and callipers allowed.

7.6.3. All vehicles must have operable hand brakes.

7.7. Protection

7.7.1. All new competing teams are required to comply with the Rules and Regulations, including the Safety Cage Specifications.

7.7.2. Vehicles must be fitted with a minimum of a four plus four or six point roll cage for rollover protection made out of 44.5mm as per Class 3 Safety Cage Specifications (see 2.1.2): <http://aasa.com.au/wp-content/uploads/2017/06/170412-01-AASA-Safety-Cage-Regulations-V1.0.pdf> (note the inclusion of side intrusion for vehicles).



7.7.3. If option 3 (above) is used, the "A" pillar must be vertically braced with side intrusion and cross bracing of the "B" pillar and a windscreen V.

7.7.4. Wagons are to be a minimum 6 point and utilities are to have a 6 point or two 4 points, one inside the cab and the other outside with a recommendation that 2 forward braces from the main ("B" pillar) hoop to the floor be fitted.

7.7.5. Wagons and dual cabs must have a metal cargo barrier fitted behind the driver and co-driver seats, immediately behind the roll cage. If wagon has no windows in back, you must either have an aluminium or steel or a lexan plastic rear wall and must be sealed for fumes. Utes if chopping rear wall to make more room, it must be sealed with aluminium or steel or lexan to body for fumes and/or radiator spillage. All vehicle floor firewalls must be sealed with aluminium or steel only (no rubber or lexan). Any hole bigger than 30mm that a grommet can't be fitted in must be plated. Sikaflex and/or sharp edges are not allowed.

7.7.6. The roll cage structure must not obstruct front seat access nor encroach upon the area occupied by the driver and co-driver.

7.7.7. Main hoop "B" pillar must be a maximum 150mm behind the driver and co-driver's head. It is recommended that 2 diagonal braces in the plane of the main "B" pillar hoop be fitted.

7.7.8. The "A" and "B" pillar hoops and all other tube work is to be placed as close as near possible to the roof in order to limit crushing in the event of a roll over.

7.7.9. The forward tube work from main hoop "B" pillar to "A" pillar hoop should be placed adjacent to and horizontal with the door frame as close as possible to the roof in order to limit crushing in the event of a roll over.

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- 7.7.10. It is recommended that 2 diagonal braces between the “A” and “B” hoops be fitted as close as near possible to the roof in order to limit crushing in the event of a roll over.
- 7.7.11. The right and left hand tube work must be mounted in such a manner that it does not obscure the driver’s vision past the “A” pillar and doorframe combined.
- 7.7.12. Mountings will comprise an upper mounting plate attached to the roll cage and a lower mounting plate, sandwiching a selection of the vehicles structure between them.
- 7.7.13. The following requirements outline minimum sizes for mounting plates. Smaller width plates minimum 45mm wide may be used provided that the overall area is not reduced.
- 7.7.14. Mounting plates are to be steel 100x100x3mm for vehicles over 1160kg and 100x75x6mm for vehicles under 1150kg.
- 7.7.15. The lower mounting plates must be at least 100x45x3mm.
- 7.7.16. At least two 10mm grade 8.8 high tensile bolts are required at each mounting point.
- 7.7.17. Where roll cage mounting bolts pass through a hollow section of the vehicles structure, the section must be locally reinforced or crush tubes used to prevent crushing.
- 7.7.18. Please refer to section 2.19 of the AASA Appendix 1 – Safety Cage Regulations for tubing specifications. Tubing used in manufacture of hoops and bracing shall be round section old drawn steel tube CDS, CDW or CEW of 350MPA grade and comply with the requirements of AS1163 1981 or better “circular and non-circular steel tubes for mechanical and general engineering purposes”.
- 7.7.19. Minimum sizes:
- 7.7.20. Main hoop “B” pillars and “A” pillars 45mm diameter 2.5mm wall thickness, all other bracing is allowed to be 38mm diameter 2.5mm wall thickness.
- 7.7.21. Continuous lengths of tubing will be used for all braces and main hoops, with smooth continuous bends and no evidence of crimping, wall failure or significant section weakening.
- 7.7.22. All welds will be full penetration butt welds.
- 7.7.23. All other types of joints will be done to accepted engineering and competition standards.
- 7.7.24. Upper section of the roll cage or bracing (where they may contact occupants) must be fully protected with high density foam or equivalent, of at least 15mm thickness. Hollow cylindrical pipe insulation may be utilised for this purpose.
- 7.7.25. In open top vehicles, the driver and co-driver profiles, including shoulders must be within the main hoop viewed from the front of the vehicle.
- 7.7.26. All open top vehicles will have a solid cover fitted over the driver and co-driver head area of 3mm alloy or 1.6mm steel.
- 7.7.27. Any vehicles that have competed at more than two (2) previous Mackay Offroad Challenge events that have been previously scrutineered and does not meet current cage requirements may be eligible for grandfather provisions to apply. Competitors should contact the Event Committee for discretionary approval to enter the event.
- 7.7.28. Where approval is granted, a statutory declaration is required by the competing team citing the structure of the cage and that the competing team takes full responsibility for the roll cage in the competing vehicle.

7.8. Winch

- 7.8.1. Reinforcing and strengthening of winch is allowed.
- 7.8.2. Wider drums are allowed.
- 7.8.3. Air free spool is allowed.

7.9. Tyres

- 7.9.1. Tyres are restricted to a maximum size of 37” inches.

8. Vehicle rules for outlaw class

8.1. Chassis

- 8.1.1. Framing for roll cage, body mounting, suspension, etc, may be permanently attached.
- 8.1.2. Uni-body or monocoque construction is permitted providing the original rigidity and strength is not compromised in any way.

8.2. Body

- 8.2.1. Open.

8.3. Suspension

- 8.3.1. Open.

8.4. Engine

- 8.4.1. Open.
- 8.4.2. Replacement engines from any automotive engine manufacturer are permitted.
- 8.4.3. Snorkels and aftermarket air filters are unrestricted.
- 8.4.4. Oil coolers, filters and their attachments are unrestricted.
- 8.4.5. There is no restriction on radiator type, number or placement. Any coolant pipes must be to a safe standard as well as hard piped and insulated if located within the vehicle cabin.

8.5. Transmission

- 8.5.1. Open

8.6. Axle

- 8.6.1. Open

8.7. Electrical system

- 8.7.1. All batteries must be secured adequately.
- 8.7.2. Batteries mounted in the cabin must be enclosed and vented to the outside unless the battery is a sealed unit.
- 8.7.3. A mechanical battery isolation switch for the battery(s) that provide power to the engine, ignition and fuel pump is required. The switch must be within easy reach of both the driver and co-driver when they are seated in the vehicle with their full seat belt harnesses on. It must be clearly marked and it's 'on' and 'off' positions easily recognised. This switch may isolate the battery negative terminal.

8.8. Steering

- 8.8.1. Hydraulic is accepted.

8.9. Brakes

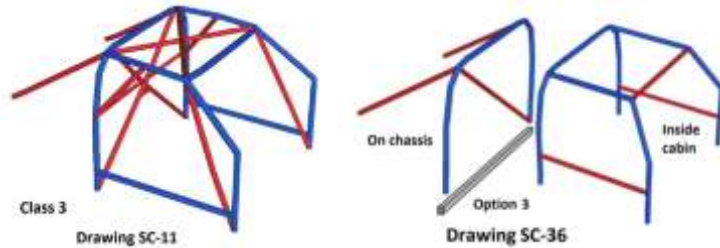
- 8.9.1. Four working wheel brakes.
- 8.9.2. Cutting brakes allowed on all axles.

8.10. Protection

- 8.10.1. Vehicles must be fitted with a minimum of a four plus four or six point roll cage for rollover protection made out of 44.5mm as per Class 3 Safety Cage Specifications (see 2.1.2):

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<http://aasa.com.au/wp-content/uploads/2017/06/170412-01-AASA-Safety-Cage-Regulations-V1.0.pdf> (note the inclusion of side intrusion for vehicles).



- 8.10.2. If option 3 (above) is used, the “A” pillar must be vertically braced with side intrusion and cross bracing of the “B” pillar and a windscreen V.
- 8.10.3. Wagons are to be a minimum 6 point and utilities are to have a 6 point or two 4 points, one inside the cab and the other outside with a recommendation that 2 forward braces from the main (“B” pillar) hoop to the floor be fitted.
- 8.10.4. 3A3(e). Wagons and dual cabs must have a metal cargo barrier fitted behind the driver and co-driver seats, immediately behind the roll cage. If wagon has no windows in back, you must either have an aluminium or steel or a lexan plastic rear wall and must be sealed for fumes. Utes if chopping rear wall to make more room, it must be sealed with aluminium or steel or lexan to body for fumes and/or radiator spillage. All vehicle floor firewalls must be sealed with aluminium or steel only (no rubber or lexan). Any hole bigger than 30mm that a grommet can’t be fitted in must be plated. Sikaflex and/or sharp edges are not allowed.
- 8.10.5. The roll cage structure must not obstruct front seat access nor encroach upon the area occupied by the driver and co-driver.
- 8.10.6. Main hoop “B” pillar must be a maximum 150mm behind the driver and co-driver’s head. It is recommended that 2 diagonal braces in the plane of the main “B” pillar hoop be fitted.
- 8.10.7. The “A” and “B” pillar hoops and all other tube work is to be placed as close as near possible to the roof in order to limit crushing in the event of a roll over.
- 8.10.8. The forward tube work from main hoop “B” pillar to “A” pillar hoop should be placed adjacent to and horizontal with the door frame as close as possible to the roof in order to limit crushing in the event of a roll over.
- 8.10.9. It is recommended that 2 diagonal braces between the “A” and “B” hoops be fitted as close as near possible to the roof in order to limit crushing in the event of a roll over.
- 8.10.10. The right and left hand tube work must be mounted in such a manner that it does not obscure the driver’s vision past the “A” pillar and doorframe combined.
- 8.10.11. Mountings will comprise an upper mounting plate attached to the roll cage and a lower mounting plate, sandwiching a selection of the vehicles structure between them.
- 8.10.12. The following requirements outline minimum sizes for mounting plates. Smaller width plates minimum 45mm wide may be used provided that the overall area is not reduced.
- 8.10.13. Mounting plates are to be steel 100x100x3mm for vehicles over 1160kg and 100x75x6mm for vehicles under 1150kg.
- 8.10.14. The lower mounting plates must be at least 100x45x3mm.
- 8.10.15. At least two 10mm grade 8.8 high tensile bolts are required at each mounting point.
- 8.10.16. Where roll cage mounting bolts pass through a hollow section of the vehicles structure, the section must be locally reinforced or crush tubes used to prevent crushing.
- 8.10.17. Please refer to section 2.19 of the AASA Appendix 1 – Safety Cage Regulations for tubing specifications. Tubing used in manufacture of hoops and bracing shall be round

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section old drawn steel tube CDS, CDW or CEW of 350MPA grade and comply with the requirements of AS1163 1981 or better “circular and non-circular steel tubes for mechanical and general engineering purposes”.

8.10.18. Minimum sizes:

8.10.19. Main hoop “B” pillars and “A” pillars 45mm diameter 2.5mm wall thickness, all other bracing is allowed to be 38mm diameter 2.5mm wall thickness.

8.10.20. Continuous lengths of tubing will be used for all braces and main hoops, with smooth continuous bends and no evidence of crimping, wall failure or significant section weakening.

8.10.21. All welds will be full penetration butt welds.

8.10.22. All other types of joins will be done to accepted engineering and competition standards.

8.10.23. Upper section of the roll cage or bracing (where they may contact occupants) must be fully protected with high density foam or equivalent, of at least 15mm thickness. Hollow cylindrical pipe insulation may be utilised for this purpose.

8.10.24. In open top vehicles, the driver and co-driver profiles, including shoulders must be within the main hoop viewed from the front of the vehicle.

8.10.25. All open top vehicles will have a solid cover fitted over the driver and co-driver head area of 3mm alloy or 1.6mm steel.

8.11. **Winch**

8.11.1. Open

8.12. **Tyres**

8.13. Open

Vehicle rules for all classes

9. Fuel systems

9.1. The fuel delivery system is unrestricted.

9.2. The original fuel tank may be replaced with alternative fuel tanks.

9.3. LPG is allowed to be fitted to petrol and diesel motors

9.4. All fuel/gas tanks must be suitably protected from reasonable external object penetration, i.e. manufacturer’s location or more protected.

9.5. The Clerk of Course or their representative reserves the right to reject any fuel tank that is deemed to be unsafe, and reserves the right to reject any fuel tank/system that is deemed to be unsafe.

10. Exhaust system

10.1. The exhaust system is unrestricted.

10.2. Exhausts must finish no less than 300mm behind the cab on a ute, and behind the rear diff on a wagon.

11. Lighting

11.1. Vehicles may be fitted with any number of driving lights, in addition to the standard headlights.

11.2. Auxiliary driving lights may be mounted at the front of the vehicle and/or on a roof mounted light bar.

11.3. Rear dust lights are required and are permitted to be amber or blue only.

12. Windscreen

12.1. If your windscreen is broken beyond seeing through and you need to remove it you can either replace the windscreen, wear goggles or use a helmet with a visor for the rest of the event.

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13. Gearbox and transfer case

13.1. Gearbox and transfer case options and ratios are unrestricted.

14. Axles and differentials

14.1. Differential housings may be strengthened and protected.

14.2. Differential housing options are unrestricted except that reduction hubs and drop axles will not be permitted.

14.3. Internal axle components and ratios are unrestricted.

14.4. Mechanical diff-locks may be fitted.

15. Steering modification

15.1. Steering linkages and components may be modified.

15.2. Rear-wheel or four-wheel steering is not permitted.

16. Suspension modification

16.1. Not allowed: rear wheel steering.

17. Braking system

17.1. Braking systems can be modified, such as replacing drum brakes with disc brakes, adding boosters, larger callipers, ventilated discs and aftermarket pads or linings.

17.2. Individual wheel braking systems are allowed in Outlaw Class only.

17.3. All vehicles must have an operable handbrake.

18. Driveline

18.1. No reduction hubs or portal/drop axles allowed.

19. Wheels and tyres

19.1. Wheel rim options are unrestricted.

19.2. Any spare wheels and tyres must be securely fastened to the vehicle behind the B pillar.

19.3. Tyre or wheel chains of any kind are not permitted.

20. Cabin

20.1. The interior of the vehicle shall be a safe operating environment for the driver and co-driver and all heavy objects shall be secured adequately.

20.2. Seating type may be OEM or an after-market automotive seat fitted to OEM mounts or as per AASA Off Road Standing Regulations: <https://aasa.com.au/wp-content/uploads/AASA-Off-Road-Racing-Standing-Regulations-V6.4-1.pdf>.

20.3. Three point lap/diagonal seat belts are not permitted.

21. Winch cable

21.1. Winch cable must be in serviceable condition.

21.2. Metal winch cable is not permitted.

21.3. Winch cable must be HMPE (High Modulus Polyethylene) or UHMWPE (Ultra High Molecular Weight Polyethylene) synthetic rope. Example brands include Dyneema, Plasma, Spectra, Super Max etc. It is the owner's responsibility that the synthetic rope is rated the same or better than the standard cable used on the vehicles winch.

21.4. It must be a minimum size of 8mm or have a minimum load rating of 4,500kgs.

21.5. Mid mounted winches must be isolated from the driver and co-driver by min 3mm alloy or 1.6mm steel plate

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- 21.6. Winch cable hooks must have a working safety catch (no open hooks). If a safety catch is damaged during a competition stage, it must be repaired or replaced before attempting any more stages.
- 21.7. Winch cables are to be fully spooled at the start and finish of each stage.
- 21.8. Winch cable is not allowed to be wrapped at the finish of a stage unless the winch is in an inoperable condition.
- 21.9. Rigging will be done to the safe working capacity of the equipment.
- 21.10. Cable dampener can be attached to hook.

22. Recovery points, recovery gear and recoveries generally

- 22.1. A 10,000lb / 4500kg minimum rated recovery point, is required on both the front and rear of the vehicle and shall be securely mounted to the chassis by a minimum of two 12mm, or four 10mm, grade 8.8 (or equivalent) high tensile steel bolts. Welded recovery points accepted.
- 22.2. All recovery gear must have a minimum rating of 3.25t.
- 22.3. Soft shackles must be made from the same rope type as specified above and have a bulbous knot on one end of sufficient size to prevent joint failure and a self-closing loop on the other. It must have a single line diameter of not less than that of the winch rope of the vehicle on which it is being used.
- 22.4. Recovery during a stage is the sole responsibility of the competing team. In most situations, a recovery vehicle or machinery will be available to assist if needed and the Stage Manager has the right to oversee the recovery. In the interest of safety, all competitors must abide by the Stage Manager's instructions.

23. Compulsory safety and radio equipment

- 23.1. Vehicles and all equipment are required to be available at the appointed time. A team representative must be present during these checks.
- 23.2. Vehicles must be presented in a ready to start condition including all compulsory equipment. This includes both driver and co-driver with appropriate clothing and footwear.
- 23.3. Vehicles that fail the inspection process will render the entrant liable for exclusion. A second and final inspection at a later time may be carried out. Vehicles must pass the second process, or they may be excluded from starting the event. Teams will forfeit their nomination fees in the event they are found non-compliant with the Rules and Regulations.
- 23.4. Competitors are responsible for ensuring their competition vehicle complies with these Rules and Regulations.
- 23.5. All vehicles will be checked to ensure working brakes, no pillar rust, structural integrity and good general mechanical condition. Vehicles are expected to be in a reasonable condition.
- 23.6. All vehicles must have a winch (refer to the winch section for specific requirements).
- 23.7. The following equipment shall be carried in/on each vehicle competing:
 - 23.7.1. Vehicles must be equipped with one or more handheld fire extinguishers in compliance with Australian Standard AS1841, suitable for use in motor vehicles and having a combined extinguishment capacity of at least 2 Kilograms. Where a single extinguisher is fitted, it shall comply with either AS1841.4 (Foam) or AS1841.5 (Dry Chemical). Additional extinguishers may include those to AS1841.2 (Stored pressurised water).
 - 23.7.2. A comprehensive first aid kit with an approved sticker/sign placed externally shall indicate its position on board. Sticker must be no more than 1m from kit and be clearly visible.
 - 23.7.3. A vehicle jack, jacking plates and wheel brace.
 - 23.7.4. Recovery kit to include the following items in good condition
 - 23.7.5. 1 flat stretch strop or nylon rope rated to minimum 8,000kg and minimum length of 5m

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- 23.7.6. Tree trunk protector(s) with a minimum 75mm web width. Any metal rings attached to tree trunk protectors must be rated minimum 3.25t.
 - 23.7.7. 2 x 1kg (dry weight) cable dampeners (500mm x 900mm recommend size)
 - 23.7.8. 1 x 10mt, 8,000kg winch extension
 - 23.7.9. 1 x snatch block of suitable size
 - 23.7.10. 1 x 8,000kg (min) Snatch strap
 - 23.7.11. 2 x pairs of finger enclosed leather or material gloves
 - 23.7.12. 2 x 3.25t (min) rated bow shackles and/or 2 x soft shackles
 - 23.7.13. 2 x cable dampeners, physical size 900mm x 500mm, weight 1 kilogram minimum dry weight.
 - 23.7.14. 2 x safety helmets as provided within the apparel section of the Rules and Regulations.
 - 23.7.15. Neck brace for driver and co-driver
 - 23.7.16. 4 litres (minimum) of drinking water (may be carried in camelbacks).
 - 23.7.17. GPS (must be able to have coordinates entered into the unit) with 4 datums (UTM – Ups, hddd°mm.mmm', hddd.ddddd° and hddd°mm'ss.")
 - 23.7.18. Window nets that cover a minimum of 70% of the window opening. The nets shall be made of a non-flammable material (nylon webbing) material with mesh size no greater than 50mm, fitted to the drivers and co-drivers doors or roll over protection structure above the driver and co-driver windows. It must be secured in such a way that it can be removed (within 5 seconds) at any time from both inside and outside the vehicle with the door closed with gloves on. Nets secured with zip ties are not allowed.
 - 23.7.19. Jack, wheel brace and spare tyre assembly
 - 23.7.20. 1 x torch or headlamp
 - 23.7.21. Seatbelt or harness cutters to be mounted in cab in reach of driver and co-driver.
 - 23.7.22. Horn or siren.
- 23.8. Additional tool kits, tyre repair kits and spare parts are the responsibility of individual teams.
- 23.9. Apparel as provided within the Rules and Regulations.
- 23.10. Waffle boards are optional.

24. Vehicle signage

- 24.1. Teams are allowed to fix any kind of advertising to their vehicles, provided that:
 - 24.1.1. It is not likely to be offensive as judged by the Clerk of the Course
 - 24.1.2. It does not encroach into areas reserved for event sponsors, competition numbers and event decals.
- 24.2. Reserved areas are as follows:
 - 24.2.1. Both front doors 300 x 300mm
 - 24.2.2. As a courtesy to sponsors, all competition vehicles are to have their advertising clean wherever possible.
 - 24.2.3. Team numbers obtained from other events are acceptable for use providing there is no duplication of numbers. In the case of a duplication, the Clerk of the Course will issue temporary numbers to the affected teams.
 - 24.2.4. Teams who enter an event without a team number will have a temporary number allocated.
 - 24.2.4.1. The team number must be displayed on the vehicle on the front windscreen in the left corner using numbers with a minimum height of 200mm and of a high contrast making them easily readable.
- 24.3. Banners, posters and other team sponsors may be displayed at your camp site only. Any advertising of non-event sponsors outside of the camp area will be removed.

25. Apparel

- 25.1. Helmets must be worn by the driver and co-driver and must extend to cover the complete ear. "Skull Cap" style helmets must not be used. Driver and co-driver will wear a certified crash helmet complying with AASA Appendix 4 – Apparel Requirements – Off Road Club standard:

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<http://aasa.com.au/wp-content/uploads/2017/05/AASA-Apparel-Requirements-V0.2.pdf>, while competing, and in a moving vehicle during any stage (T1 or higher).

- 25.2. Safety helmets and straps must be free from damage and fit the wearer correctly. Safety helmets must not have extra holes drilled in the helmet thus destroying its approved safety standard.
- 25.3. Safety helmets must be of the full-face type if the vehicle is running with no windscreen. The use of goggles with open face helmets is considered an acceptable alternative.
- 25.4. Fire suits are mandatory - single or two-piece suits to SFI 3.2A Grade 1 (min.).
- 25.5. Closed in footwear at all times.
- 25.6. Competitors should consider their own health and safety regarding apparel. Minimum mandatory apparel requirements are listed above, additional apparel options for consideration are listed in the AASA Apparel Requirements document: <http://aasa.com.au/wp-content/uploads/2017/05/AASA-Apparel-Requirements-V0.2.pdf>.

26. Radio equipment

- 26.1. All vehicles must have a UHF (477 MHz) radio and must be tuned to the competition channel (UHF #10) at all times.
- 26.2. It is the competitor's responsibility to listen to the competition channel at all times.
- 26.3. It is recommend all teams have a handheld or portable UHF so they can be contacted at all times when outside of their vehicle.
- 26.4. During the Stages the UHF radio must be tuned to the assigned stage channel, and returned to competition channel once vehicle has moved from finish gate.
- 26.5. Stage channels will be as signed at the commencement of each stage.
- 26.6. E. Bluetooth headsets are allowed and encouraged for driver and co-driver communications.
- 26.7. UHF radios may be used to communicate between driver and co-driver but must be separate from the competition channels.

27. Regulations for stages

- 27.1. Driver and co-driver are the only persons allowed in the competing vehicle during a competition stage.
- 27.2. Co-drivers can compete if they turn 15 years of age in the racing year (e.g. before 31 December of relevant year).
- 27.3. The driver must have a current driver's licence issued by any motor authority that is recognised under the Motor Traffic Act.
- 27.4. Starting order for all stages will be at the discretion of the Event Committee.
- 27.5. Driver and co-driver combination will remain the same for the entire event, alternating between driver and co-driver for any particular stage is not allowed unless the Clerk of Course specifies otherwise. Where injury or sickness occurs and, after approval from the Clerk of Course that person may be changed. Where injury or sickness occurs and after approval from the Event Organiser, a team member may be changed.
- 27.6. Driver and co-driver must be seated and secured in the vehicle and have the most forward part of vehicle aligned with start pegs. All recovery equipment is to be securely stored at the start and finish of each stage. This also includes all loose objects in the cab that can become a projectile in the event of a roll over or crash (e.g. 600ml water bottles, tools etc).
- 27.7. Timing of the stage will cease when the vehicle has come to a stop in the finish garage (entry into finish garage is to be forward unless directed otherwise) with driver and co-driver secured in the vehicle.
- 27.8. Competitors shall not move from the finish garage until directed by an official.

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- 27.9. Competitors must start in their designated order, unless the Clerk of Course grants prior permission for a change in the running order. Any vehicle not ready to start at the time the previous vehicle leaves the start without a reasonable excuse may be deemed a non-starter and a DNS recorded.
- 27.10. When the DNF time is not achieved by any competitor, points will be awarded from fastest to slowest, minus penalties. The Clerk of Course reserves the right to increase the DNF time at any time.
- 27.11. When the DNF time is not achieved by any competitor, points will be awarded from fastest to slowest for those that have completed the competition stage. If less than 25% of the competing vehicles in that stage do not complete the competition stage under the set DNF time due to weather or changes in track conditions the DNF time will be increased by 5 minutes. Any further increases will be at the discretion of the Clerk of the Course.
- 27.12. Stages can be marked by pegs, bunting or stated as a formed track.
- 27.13. Competitors when directed by an official must immediately remove themselves and their vehicle from the course.
- 27.14. Competitors will be ready to race when the team starting in front of them leaves the start line. If a team fails to be ready to start by this time, they will be called to the start line by the Stage Manager, at which time teams will have 5 minutes to get to the start position or contact the Stage Manager to advise as to why you are not ready to race. Failure to start by this stage will result in a 20 point penalty and a DNS.
- 27.15. Stage will close 5 minutes after the last competing vehicle has finished.
- 27.16. No alcohol or recreational drugs are to be consumed prior to or during the running of stages. It is the responsibility of the driver and co-driver to ensure a zero blood alcohol level. Alcohol testing may be carried out at any time.
- 27.17. Any competitor, driver or co-driver, that records a test any higher than 0.00 will result in their team being classed as a DNS for that stage. Once the driver or co-driver has been retested and is under the 0.00 limit, they may re-join the competition. Any stages missed in this time will be forfeited by the team.
- 27.18. The Clerk of Course reserves the right to modify or add supplementary rules and regulations, and decide on matters not specifically covered in the Rules and Regulations and allocate the penalty points at their discretion.
- 27.19. Stage awards will be calculated on highest points scored after penalties.
- 27.20. You must call "Clear Winching" any time a vehicle is about to commence forward/reverse motion during a recovery.
- 27.21. It is possible to go into a negative score in any stage.

28. Rules and penalties

Rules of conduct		Penalty
28.1	The property has a 10km/p/h speed limit. Any vehicle found exceeding the 10km/p/h speed limit will receive a 50 point penalty and a DNS on the next stage.	50 points DNS
28.2	Engaging in abusive, obscene language or improper behaviour toward other competitors, spectators or officials.	50 points
28.3	Campsites, assembly, holding and work areas, are to be left clean.	50 points
28.4	Any competitor who approaches an Official and queries them about another competitors' stage results and/or penalties will incur a penalty	100 points
28.5	Failing to fit event decals	30 points
Rules of competition		Penalty
28.6	Did not start	20 points

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28.7	Did not finish	0 points
28.8	<u>Race order and failure to start</u> Competitors will be ready to race when the team starting in front of them leaves the start line. If a team fails to be ready to start by this time, they will be called to the start line by the Stage Manager, at which time teams will have 5 minutes to get to the start position or contact the Stage Manger to advise as to why you are not ready to race. Arriving after 5 minutes will incur a 10 point penalty and failing to commence the stage will incur a DNS.	20 points DNS
28.9	All four wheels of a vehicle cross the boundary of the course, other than if the vehicle rolls off course.	DNF
28.10	<u>Pegs and bunting</u> <ul style="list-style-type: none"> • Knocking over a boundary peg • Breaking bunting • Driver or co-driver holding or moving bunting or pegs to improve vehicle approach or departure line <p><u>Note:</u> If a competitor or other equipment (this does not include the vehicle) breaks the bunting or knocks over a peg during winching operations, there will be no penalty provided the damage is repaired prior to entering the finish garage.</p>	10 points
28.11	Deliberately damaging or knocking over designated trees or markers	DNF
28.12	Breaking special designated pegs or bunting	30 points
28.13	Not wearing seat belts / harnesses, helmet or riding on the outside of a vehicle. Points are in order of first offence and second offence.	100 points and DNF 300 points and a DNF
28.14	Incorrectly wearing seat belts / harnesses and helmets, for example, harness loose, shoulder strap loose or off	50 points
28.15	Lost or insecure equipment at the finish of a stage, this includes a winch cable or hook if touching the ground	10 points
28.16	Jumping over or going under a winch cable while anchored or moving dampener while winching. Competitors are allowed to move in on a live cable to reposition the cable dampener or to affect repairs to the vehicle. <u>Note:</u> A winch cable or strap is deemed to be 'live' when the free end is connected to the anchor point. It does not matter if the winch is in free spool or the vehicle has not commenced forward/reverse motion. The winch blanket must be attached and on the ground before calling "clear winching". A cable or strap must not be handled after going live unless moving a winch blanket. After going live, a winch blanket may only be handled when positioning the blanket into the centre third.	20 points
28.17	Failure to call "clear winching"	20 points
28.18	Standing in front of a vehicle whilst winching (first offence is a warning)	20 points
28.19	Handling a winch cable or hook with no gloves	20 points
28.20	Failure to use a cable dampener during recovery operations, failure to use another cable dampener when direction of cable is changed (i.e. using a snatch block) and failure to use two dampeners when using winch extension	20 points
28.21	Unsecured or partially secured window net in a moving vehicle	20 points
28.22	Driving over cable or strap with wheel	20 points
28.23	Wrapping winch rope around hand or body	20 points
28.24	Excessive wheel spin (including while being winched). Points are in order of 2 nd warning, 3 rd warning and 4 th warning.	10 points 50 points DNF
28.25	Failure to use a tree trunk protector during winching operations	DNF
28.26	Tampering with GPS waypoints, including destroying or removing any points	50 points
28.27	Driving with an open door	30 points

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28.28	Failure to follow stage or course directions	20 points
28.29	When vehicle has lost forward momentum on entering an obstacle or slope, you may have one extra attempt, but if the vehicle has no forward momentum, recovery must commence without further attempts at driving. The penalty will apply for every attempt after the second is made.	20 points
28.30	Teams are allowed 3 attempts at every obstacle, a penalty will apply for every attempt after this.	50 points

29. Scoring

29.1. Timed stages will be scored to the 10th of a second.

29.2. Teams that complete the stage will be allocated points in order of merit from fastest to slowest as follows:

1 st – 100	2 nd – 95	3 rd – 90	4 th – 86	5 th – 82	6 th – 79	7 th – 76	8 th – 73	9 th – 71	10 th – 69
11 th – 67	12 th – 65	13 th – 63	14 th – 61	15 th – 59	16 th – 58	17 th – 57	18 th – 56	19 th – 55	20 th – 54
21 st – 53	22 nd – 52	23 rd – 51	24 th – 50	25 th – 49	26 th – 48	27 th – 47	28 th – 46	29 th – 45	30 th – 44

29.3. The team with the highest score on completion of all nominated stages will win the event. The second and third highest scores will determine second and third placing.

29.4. If two or more competitors finish a stage with the same elapsed time and same penalties, they shall be awarded equal points and placing in the stage. The competitor with the next fastest time shall be placed according to their own finishing positioning in that stage. The placing left vacant due to the tie will not be allocated.

29.5. The event will comprise of a 'shoot out' for the top 5 scoring competitors at the end of the competition on stages as specified by the Clerk of the Course.

29.6. In case of a tied score at the end of the competition, the winner will be decided by a count back. The winner being the one with the least amount of penalties incurred. If this fails to break the tie, total time of all Stages will be used, the fastest time will win.

30. Protest

30.1. Protests by a competitor must be made direct to the Clerk of Course within 30 minutes of the last vehicle crossing the finish line for the day stages. All protests must be submitted with \$100, which shall be forfeited if the protest is dismissed. Forfeited monies will be donated to charity

30.2. Members of the Event Committee shall be required to judge on any formal protest and must have a 2/3 Majority for the protest to be upheld.

30.3. A selected representative (previously elected driver or co-driver) from the event competitors will be allowed to sit in on the protest proceedings if desired

30.4. Disputes arising from penalties must be recorded on the score sheet on completion of a stage. The dispute must be followed up by the Competitor with the Event Director or his nominee on the same day including payment of the \$20 cash penalty dispute fee. In making a decision, the Event Committee or his nominee will consult both the Competitor and marshal(s) involved. The option of a formal protest remains as per above.

31. Prohibited Behaviour

31.1. No competitor shall seek favour from, influence, manipulate, obstruct or interfere with the duties of any member of the Competition Committee, marshals or volunteers. Any competitor found doing so will be immediately disqualified

31.2. Under no circumstances shall pegs or bunting be moved or changed prior, during or after a stage by a competitor or any other person. The Clerk of Course reserves the right to disqualify any competitor from doing so, or asking any other person to leave.

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31.3. No competitor will interfere or tamper with any other competitor's vehicle. Any competitor found doing so will be immediately disqualified.

32. Rules regarding the environment

- 32.1. Competitors will be required to supply the details of the people camping with them (in the competitor only camping area) this may be by name or vehicle number plate.
- 32.2. Competitors are responsible for all people staying in their camp. If campers and camp areas are not kept under control and / or cause issues for other campers or competitors, the team will receive a 200 point penalty for a first offence, and will be disqualified and asked to leave the property on a second offence. No refund will be given if asked to leave the competition
- 32.3. All campsites shall be left clean and safe - all rubbish shall be removed and no oils or fuel shall be emptied or disposed of, except into suitable containers, which shall remain the property of the Competitors and will be removed from the venue by the Competitors.
- 32.4. Vehicles shall only be driven on the formed or marked tracks.
- 32.5. Standing trees or plants shall not be cut down, removed or otherwise intentionally damaged.

33. Crisis media management

- 33.1. The media has a right to report news that they see fit.
- 33.2. It is important that anything we do reflects positively on our chosen recreation of off road activities and ensures we are viewed as a responsible organisation.
- 33.3. Potential adverse media or public interest may be generated by an incident at the event, which could threaten the reputation of the event or organisation in the future.
- 33.4. An incident is defined as a direct result of event activities that:
- 33.5. affects the safety of any person engaged in event activities; and/or
- 33.6. exposes any deficiency in safety or management protection procedures.
- 33.7. It is the aim of the Event Committee to ensure a safe and incident free event. However, with any type of motorsport there is an element of danger and unplanned incidents are not unusual.
- 33.8. Any incident has the potential to become a media crisis, e.g. personal injury, vehicle accident or environmental concerns.
- 33.9. Competitors are advised to leave all media questions to the Clerk of Course.

34. Rights of Organisers

- 34.1. Refuse any entry, without giving any reason whatsoever.
- 34.2. Abandon, cancel, postpone or shorten the event without due notice in the event of any unforeseen circumstances. No claims of any kind shall be entertained due to this, including due to abandoning, cancelling, postponement or shortening of the event.
- 34.3. Exclude any person or vehicle, which fails to meet the event guidelines as set out above.
- 34.4. Cancel any stage at any time including when some competitors have already completed the section for any reason whatsoever.
- 34.5. Disqualify any competitor who fails to abide by any rules set out above and any supplementary amendments or any instructions from the event officials. If this occurs there will be no refund or nomination fee.

35. Indemnity

- 35.1. Every person participating in and volunteering at the event must sign a Waiver, Release, Consent and Indemnity form prior to their participation in or volunteering at the event.

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- 35.2. Officials, event sponsors and land owners will not be held liable in any accident, causing injury or damage to the participants or their vehicles during the course of the event (to the extent permitted by law).
- 35.3. Officials, event sponsors and land owners will not be held liable for any breach of any laws or regulations. The participants will be responsible for any accidents or breach of laws in which liability may arise and shall indemnify and keep indemnified (to the extent permitted by law) FNQ Offroad Challenge Inc and Mackay Offroad Challenge officials, event sponsors and land owners from any liability, claim or cause of action that maybe brought against those parties in relation to any matter or thing arising from the event by signing the Waiver, Release, Consent and Indemnity form

36. Refunds

- 36.1. All nomination fees are to be paid in advance by the date specified on the nomination form. The nomination fee is non-refundable, except in limited circumstances at the sole discretion of the Event Committee.

37. Interpretation

- 37.1. For the purposes of these rules, except to the extent that the context otherwise requires:
- 37.2. Competitor: means any driver, co-driver or other person competing in the event;
- 37.3. DNF: means 'did not finish';
- 37.4. DNS: means 'did not start';
- 37.5. Driver: means the person responsible for controlling the motor vehicle during the event;
- 37.6. Co-driver: means the passenger of the vehicle, or the navigator/navi as commonly known.
- 37.7. Event: means: Mackay Offroad Challenge held at Lot 4 Cathu Oconnell River Road, Yalboroo, 4741;
- 37.8. Event Committee: means the people responsible to assisting with event organisation and planning;
- 37.9. Clerk of Course: means the person managing the event;
- 37.10. Stage Manager: means the person responsible for stage coordination (i.e. timing);
- 37.11. Waiver, Release, Consent and Indemnity form: means the form signed by all those persons participating in or volunteering at the event signed at the time of nomination (or at the event).