

2020 MACKAY OFFROAD CHALLENGE

RULES & REGULATIONS

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]

These Rules and Regulations are the property of the Mackay Offroad Challenge and are not to be copied or reused in any way without the prior permission of the Mackay Offroad Challenge Event Committee.

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



[1] Event Schedule

(Note this is a guide only and subject to change according to nominations)

10 April 2020	Briefing and scrutineering (all classes) from 11 am Weekend Warrior 2 x day stages All other classes 1 x day stage, 1 x night stage
11 April 2020	Weekend Warrior 4 x day stages All other classes 5 x day stages, 1 x night stages
12 April 2020	Top 5 Shoot Out Stages Team Challenge Presentations 3 pm
13 April 2020	All event activity ceased

[2] Event Format

- A. Stages will be varied with a major emphasis on safety. Stages will be designed to test off road driving and recovery skills, first and foremost. The stage results will determine the place getters. Scoring will be a combination of the elapsed time, less any penalties incurred, as specified below.
- B. The Clerk of Course will head the Event Committee. The Committee will be officials appointed by the Clerk of Course.

[3] Nominations

- A. Only entries completed by the official nomination method (online nomination form) and accompanied by the correct fee will be accepted.
- B. **All competitors (each driver AND co-driver)** must hold a current AASA Club Off Road Racing Licence (\$85 per year), or an AASA Club Off Road Single Event Licence (\$35) for the appropriate dates. All competitors are responsible for completing their registration paperwork with the AASA. The applications can be found online here: <https://aasa.com.au/off-road/>. It is recommended you ensure your nomination has been accepted and there are sufficient numbers in your class prior to applying for this licence.
- C. Entries will close on 1 March 2020. Late entries may not be accepted.

[4] Vehicle Classes

1. Open
2. Modified
3. Weekend Warrior
4. UTV

- A. **A minimum of 5 competitors per class are required** in order for a class to qualify for prize money.
- B. Prize money will be proportionate to the number of vehicles in the class. (i.e. the more competitors in a class, the more prize money there will be)
- C. Vehicles may continue to compete in a class with less than 5 competitors; they will not qualify for prize money.
- D. The Weekend Warrior class will have a maximum of 10 entries, or as otherwise determined by the Event Committee.
- E. The Team Challenge will be held on Sunday morning, comprising of two vehicles, may consist of vehicles from different classes.

[5] Fees

All nominations receive camping and entry for 2 people as well as 2 competition shirts.

- Weekend Warrior Class: \$200
- UTV, Modified, Open Classes: \$220

[6] General Rules

- A. The event is open to 4 wheel drive vehicles and UTV's, providing the vehicle currently or previously has been sold to the general public by the manufacturer. Prototype vehicles are not allowed.
- B. Any vehicle failing to comply with any of the rules and regulations contained in this event guide (including unusual or extraordinary 4 wheel drive 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.
- C. **Once event activity has ceased, and the last stage has been closed, teams are not permitted to test, tune or drive at speed at any time. Driving to or from camping areas is permitted at the designated sign posted speed.**

D. 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.

[7] Compulsory Equipment & Scrutineering

A. Vehicles and all equipment are required to be available at the appointed time. A team representative must be present during these checks.

B. Vehicles must be presented in a ready to start condition including all compulsory equipment.

C. 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.

D. Teams that are excluded from starting the event will forfeit their nomination fees.

E. Weekend Warrior vehicles are required to be registered, unless otherwise specifically approved by the Clerk of Course.

F. Competitors are responsible for ensuring their competition vehicle complies with these Rules and Regulations.

G. 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.

H. All competing vehicles **MUST** carry a minimum of the following:

1. A minimum of one 1.8kg or two 0.9kg operable dry powder fire extinguishers, mounted securely, within easy reach of the driver and co-driver. Minimum standard AS1841.5
2. Winch (refer section 5I for minimum requirements)
3. 1 x 8,000kg (min) Snatch strap
4. 1 x 8,000kg (min) tree trunk protector (minimum width 75mm)
5. 1 x Snatch block, minimum 8,000kg
6. 2 pair finger enclosed material gloves
7. 2 x shackles to be rated at 3.25t or better
8. 2 x 1kg (dry weight) cable dampeners (500mm x 900mm recommend size)
9. 1 x 10mt, 8,000kg winch extension
10. 5 litres (minimum) of drinking water (may be carried in camelbacks)
11. GPS (must be able to have coordinates entered into the unit)
12. Neck brace for driver and co-driver
13. A comprehensive first aid kit
14. Jack, wheel brace and spare tyre assembly
15. 1 x UHF
16. Window nets that cover a minimum of 70% of the window opening. The nets shall be made of a non-flammable material and 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.
17. Apparel, as provided for in section 8.

[8] Apparel

A. Helmets 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: <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.

B. Competitors must wear cotton apparel as a minimum.

C. Fire suits are not mandatory, however it is highly recommended that competitors consider wearing single or two-piece suits to SFI 3.2A Grade 1 (min.).

D. Competitors must wear closed in footwear at all times.

E. Competitors should consider their own health and safety regarding apparel. Minimum mandatory apparel requirements for the Mackay Off Road Challenge 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>

[9] Cage Requirements

A. All competing vehicles in the open, modified and UTV classes (no exceptions) will be required to have a minimum four point roll over protection system / cage fitted to the interior of the vehicle.

- Refer to AASA Appendix 1 – Safety Cage Regulations – Class 2 specifications. <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.
- Cages do not have to be certified, however this is recommended. All rollover protection systems will be closely checked upon scrutineering/inspection processes.
- Vehicles shall be fitted with a full internal roll cage starting at the “A” pillar.
- 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.
- The main hoop must be 44.5mm in diameter. The remainder of the cage must be 38mm minimum in diameter.
- The roll cage structure must not obstruct front seat access nor encroach upon the area occupied by the driver and co-driver.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
 - Mounting plates are to be steel 100x100x3mm for vehicles over 1160kg and 100x75x6mm for vehicles under 1150kg.
 - The lower mounting plates must be at least 100x45x3mm.
 - At least two 10mm grade 8.8 high tensile bolts are required at each mounting point.
 - 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.
- 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”.
- Minimum sizes:
 - Main hoop “B” pillars 45mm diameter 2.5mm wall thickness
 - “A” pillar and all other bracing is to be 38mm diameter 2.5mm wall thickness.
- 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.
- All welds will be full penetration butt welds.
- All other types of joins will be done to accepted engineering and competition standards.

- Upper section of the roll cage or bracing 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.
- 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.
- 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.

B. UTV class cages must be 44mm with a cross in roof and B pillar, and rear stayed as per CAM specifications. Cages do not need to be certified by CAMS.

C. The weekend warrior class does **not** require roll cages. This class will have no winch walls greater than 2m in height and will comprise of gullies and short course type stages.

D. Drivers and co-drivers are reminded that they are responsible for their own safety and should pre-inspect all tracks prior to driving, and know their own driving and vehicle capabilities.

[10] Radio Equipment

A. All vehicles must have a UHF (477 MHz) radio and must be tuned to the competition channel (UHF #10) at all times. A 20 point penalty may apply if not adhered to. We recommend all teams have a handheld or portable UHF so they can be contacted at all times when outside of their vehicle.

B. 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.

C. Stage channels will be as signed at the start box.

D. Bluetooth headsets are allowed and encouraged for driver and co-driver communications.

VEHICLE SPECIFICATIONS

[11] Body / Chassis

A. Body/Chassis Approved:

- Modify body etc: - Wagon into ute/dual cab
- Guards may be modified but no sharp edges allowed
- Body lift
- Front and side windows to be approved glass
- Front door glass may be removed
- All vehicles must have doors. Half doors with side impact bars are approved
- 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.
- Every effort must be made to cover wheel and tyre combinations that protrude past the vehicle body.

B. Body/Chassis Not Approved:

- Tube Frame Chassis

C. 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.**

D. Weekend Warrior class is required to have standard OEM seatbelts, mounted in OEM positions. Condition of seatbelts, mount points and structural integrity of the pillars surrounding will be heavily scrutinised.

E. Weekend Warrior class is required to have full A and B pillars. Soft top vehicles, such as Suzuki Sierra's etc. will have steel sports type roll bar behind B pillar for extra protection.

F. The chassis can be strengthened.

G. Rear wheel steering not allowed.

H. 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.

I. Items carried in the vehicle must be secured while the vehicle is in motion.

[12] Engines

A. All classes (except Weekend Warrior) are to have a power isolation switch which must cut power to the engine AND power to the vehicle in general (this may require two (2) switches). This must be clearly visible from the outside of the vehicle and accessible to both driver and co-driver.

B. Open Class

- Engine is allowed to have aftermarket accessories fitted such as turbo and superchargers.
- Carburettor is allowed to be upgraded.

C. Modified Class

- No additional forced induction systems unless OE; OE Turbo's can be modified.

D. Weekend Warrior Class

- Any safely installed combination of your choice. Must be Blue Plated.

E. UTV Class

- Open engine.

F. All competing vehicles exhausts must finish no less than 300mm behind the cab on a ute, and behind the rear diff on a wagon.

[13] Fuel Systems

A. Pump fuel only

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

C. No nitrous gas allowed in any class

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

E. 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.

Note: Extra fuel can only be stored in 20 litre fuel drums or containers that meet AS1940/NZS2906 or higher in order to comply with Occupational Health and Safety requirements and the *Dangerous Goods Act 1985*. There is a maximum of 2 x 20 litre containers per bay at any one time.

[14] Transmission

A. Open.

[15] Driveline

A. All vehicles must have an operable handbrake (this will be checked in scrutineering).

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

C. No individual wheel braking systems allowed. Only handbrake on tail shaft or rear wheels.

[16] Suspension & Steering

A. Open Class

- Powered or manually operated active suspension that adjusts each wheel individually is not allowed
- Full hydro steer is allowed

B. Modified and Weekend Warrior Class

- Only a single shock per corner allowed, unless OE
- Powered or manually operated active suspension that adjusts each wheel individually is not allowed
- Full hydro steer is not allowed

C. UTV

- Open

[17] Wheels & Tyres

A. Open Class

- Any safe wheel and tyre combination.

B. Modified Class

- Maximum 35" tyres, any safe wheel and tyre combination.

C. Weekend Warrior Class

- Maximum 35" tyres, any safe wheel and tyre combination.

D. UTV

- Any safe wheel and tyre combination.

E. Agricultural tyres and wheel chains of any type are prohibited.

[18] Electrical System

A. Multi battery systems are allowed.

[19] Winch

A. Winch may be electric or hydraulic.

B. Minimum 8000lb.

C. Open Class

- Reinforcing/strengthening of winch is allowed
- Contactor packs are allowed
- Wider drums are allowed
- Air free spool is allowed
- Mid mounted winches in well backs must be isolated from the driver/co driver by min 3mm alloy or 1.6mm steel plate

D. Modified Class

- Single motor only
- 12v only
- Reinforcing/strengthening is allowed
- Contactor packs are allowed
- Wide drums are allowed
- Air free spool is allowed

E. Weekend Warrior

- Single motor only
- 12v only
- Contactor packs are allowed
- OEM drum
- No air free spool

F. UTV

- Open

G. Winches shall be fitted with an operational automatic brake.

H. Winch cable must be in serviceable condition.

I. Winch cable hooks must have a working safety catch (no open hooks).

J. Winch cables must not be made from steel. All winch cables are to be made out of synthetic rope. It is the owner's responsibility that the synthetic rope is rated the same or better than the standard cable used on the vehicles winches.

K. Synthetic rope will be spliced.

L. Winch cables are to be fully spooled at the start and finish of each stage.

M. Winch cable is not allowed to be wrapped at the finish of a stage unless the winch is in an inoperable condition. Any protruding "horns" must not be pointy and be made of material with a minimum radius of 50mm, length and distance apart is open.

N. Rigging will be done to the safe working capacity of the equipment.

O. Cable dampener can be attached to hook.

P. Cable dampener is to be placed in centre third of each section of winch cable or strap at start of recovery.

[20] Camp Sites & Support Crew

A. 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.

B. Campsites, assembly, holding and work areas, are to be left clean.

C. 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.

[21] Advertising

A. Competitors are allowed to fix any kind of advertising to their vehicles provided that:

- It is not offensive.
- Does not encroach into areas reserved for event sponsors, competition numbers and event decals. (Maximum sized area required for the competition number and event decals is 300mm x 300mm).
- Event decals shall be fitted to reserved areas when supplied. A 30 point penalty will apply for non-fitment of each event decal.
- Banners, posters etc for team sponsors may be displayed at your camp site only. Any advertising of non-event sponsors outside of the camp area will be removed.

[22] Regulations for Stages

A. Driver and co-driver (must be minimum of 16 years of age in the event year) are the only persons allowed in the competing vehicle during a stage. The driver must have a current Driver's Licence issued by any motor authority that is recognised under the Australian Motor Traffic Act.

B. Starting order for all stages will be drawn at random.

C. 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.

D. 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.

E. 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. For the team challenge, time will stop once the last vehicle has crossed the finish line. Competitors shall not move from the finish garage until directed by an official.

F. 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.

G. 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.

H. Stages can be marked by pegs, bunting or stated as a formed track.

I. Competitors when directed by an official must immediately remove themselves and their vehicle from the course.

J. 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 you 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 DNS.

K. Stage will close 10 minutes after the last competing vehicle has finished, competitors will be notified at this time.

L. 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.

- 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. All P plate drivers must record a 0.00 level alcohol breath test.

M. The Clerk of Course reserves the right to modify or add supplementary rules and regulations, and decide on matters not specifically covered in the Offroad Challenge “Rules and Regulations” and allocate the penalty points at their discretion.

N. Stage awards will be calculated on highest points.

O. 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.

P. You must call “Clear Winching” any time a vehicle is about to commence forward/reverse motion during a recovery.

[23] Stage & Vehicle Penalties

A. When all four wheels of a vehicle cross the boundary of the course the team will receive a DNF.

B. A 10 point penalty will be incurred when:

- A vehicle straddles a peg
- A vehicle knocks over a boundary peg
- A vehicle breaks the bunting
- A driver or co-driver holds or moves bunting or pegs to improve vehicle approach or departure line
- Trees are run over or damaged to improve line

Please note:

- Any designated trees or markers that are intentionally damaged or knocked over, will result in a DNF being awarded for that stage, the Clerk of Course reserves the right to replace the tree with a marker should this happen
- Special designated pegs or bunting marking a stage, if broken, will incur a 30 point penalty

C. Penalties for a driver or co-driver not wearing a seat belt, helmet or riding on the outside of a vehicle are:

- *First offence: 100 point penalty and a DNF
- *Second offence in same day: 200 point penalty and a DNF
- *Third offence in same day: Event Disqualification
- A 50 point penalty will be incurred for either driver or co-driver not having the seat belt on correctly, e.g. seat belt not over the shoulder, helmet not secured correctly etc

D. Teams will DNF if they receive outside assistance.

E. Teams that DNS a stage will incur 0 points if an accepted reason is given. DNS without an accepted reason will incur a 100 point penalty.

F. Teams that DNF a stage will incur 0 points, minus any penalties incurred.

F. Lost or insecure recovery equipment at the finish of a stage will incur a 10 point penalty.

G. Techniques that are deemed to be unsafe shall incur a 20 point penalty, these include:

- 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. ** When the rope, cable, strap etc is connected at both ends to a fixed point (whether on the car or winch anchor point), the cable, strap &/or rope etc is deemed “LIVE”.
- Failure to clear an area prior to snatching or winching
- Continuing to stand in front of vehicle whilst winching
- Handling a winch cable or hook with no gloves
- Failing to use a cable dampener during recovery operations

- Failing to use another cable dampener when direction of cable is changed, e.g. using a snatch block
 - Carrying winch cable while still attached to anchor point and vehicle in motion
 - Continuing any unsafe practice after official warning
 - Helmet incorrectly secured whilst in a moving vehicle
 - Unsecured or partially secured window net in a moving vehicle
 - Driving over cable or strap with wheel
- H. Excessive wheel spin, (including while vehicle being winched) after being warned by official.
- 2nd warning: 10 point penalty
 - 3rd warning: 50 point penalty and DNF
- I. No driver or co-driver shall engage in abusive, obscene language or improper behaviour toward themselves, other competitors, spectators or officials. If this occurs, a minimum penalty of 50 points and a DNF will apply.
- J. Only the driver and co-driver are to be in the vehicle on stage, i.e. no passengers are permitted to ride in the vehicle.
- K. Failure to follow “Stage/Course Directions” whether verbal or written will incur a 20 point penalty.
- L. Failure to use a tree protector during winching operations will result in a DNS being recorded for the stage.
- M. It is possible to go into a negative score in any Stage.

[24] General Event Regulations

- A. Controlled Winch Area - Gate: The vehicle must come to a complete stop in a “Controlled Area” before the gate can be opened. The only exception to this rule is if the vehicle is already being winched into the area, in which case the gate can be opened prior to the vehicle entering. If gate is pre opened under any other conditions a 20 point penalty will apply. A DNF will be awarded if vehicle does not stop.
- B. Vehicle will have only one attempt to drive out of the “Controlled Area”. If forward momentum is not achieved you then must winch. When 2 wheels roll out of the “Controlled Area”, you then must winch. When 2 wheels enter a “Controlled Area” you are deemed to have entered the area and must winch through gate.
- C. 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. A 20 point penalty will apply for every attempt after the second is made.

[25] Scoring

- A. Timed Stages will be scored to the 10th of a second.
- B. Teams that complete the stage will be allocated points in order of merit from fastest to slowest as follows:

1st - 100	10th - 69	19th - 55	28th - 46
2nd - 95	11th - 67	20th - 54	29th - 45
3rd - 90	12th - 65	21st - 53	30th - 44
4th - 86	13th - 63	22nd - 52	31st - 43
5th - 82	14th - 61	23rd - 51	32nd - 42
6th - 79	15th - 59	24th - 50	33rd - 41
7th - 76	16th - 58	25th - 49	34th - 40
8th - 73	17th - 57	26th - 48	35th - 39
9th - 71	18th - 56	27th - 47	36th - 38

- C. If 2 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.

D. 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.

E. 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.

[26] Protest

A. 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.

B. 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.

[27] Prohibited Behaviour

A. No competitor shall seek favour from, influence, manipulate, obstruct or interfere with the duties of any member of the Competition Committee, marshals or volunteers.

B. 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.

[28] Media Crisis Management

The media has a right to report news that they see fit. 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. 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. An incident is defined as a direct result of event activities that affects the safety of any person engaged in event activities and/or exposes any deficiency in safety or management protection procedures.

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. Any incident has the potential to become a media crisis, e.g. personal injury, vehicle accident or environmental concerns. Competitors are advised to leave all media questions to the Clerk of Course.

[29] Rights of Organisers

A. The Event Committee has a right to:

- Refuse any entry, without giving any reason whatsoever.
- 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.
- Exclude any person or vehicle, which fails to meet the event guidelines as set out above.
- Cancel any stage at any time including when some competitors have already completed the section for any reason whatsoever.
- 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 of nomination fee.

[30] Indemnity

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.

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).

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.

[31] Refunds

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 Clerk of Course.

[32] Interpretation

For the purposes of these rules, except to the extent that the context otherwise requires:

Competitor: means any driver, co-driver or other person competing in the event;

DNF: means 'did not finish';

DNS: means 'did not start';

Driver: means the person responsible for controlling the motor vehicle during the event;

Co-driver: means the passenger of the vehicle, or the navigator/navi as commonly known.

Event: means Mackay Offroad Challenge held at Lot 4 Cathu Oconnell River Road, Yalboroo, 4741;

Event Committee: means the people responsible to assisting with event organisation and planning;

Clerk of Course: means the person managing the event;

Stage Manager: means the person responsible for stage coordination (i.e. timing);

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).