



VIKING FOUR WHEEL DRIVE CLUB

CLUB REGULATIONS

2012 EDITION

INTRODUCTION

On our membership form you will have seen the main aims and objectives of the V.F.W.D.C. If you take an active interest in the club you will soon see how the competitive, social and general use of four-wheel drive vehicles provides an interesting hobby for all sorts of people.

From the hard-core competition driver through to the person who is just content to be a proud owner and belong to a club which supports their chosen marque.

Perhaps more importantly it will give you an idea of how well people can work, play and compete together in the cross country vehicle world.

The V.F.W.D.C. is primarily an off road club for people who have an keen interest in just how well 4X4's can perform, whether driving, owning or just watching.

Through our club magazine you will be kept up to date with what is happening in the club including details of regular events and regulation changes etc.

Enclosed is a full set of rules and regulations that all V.F.W.D.C. events are to be run under. The committee has decided on these and it represents an important document for all members of the club.

Almost all of the rules contained within are safety related and while the club has an excellent safety record, we are sure every one will want to keep it that way.

The classes are one area that we keep an eye on and review every so often with the intention of tailoring them to the vehicles that we have competing

Please take the time to read everything contained within and implement them in your vehicle.

We must all become more safety conscious if we are to keep the clubs enviable safety record.

Throughout the year the season never really ends. We promote cross-country events as often as possible. All of our events are held on private land. Events include Tyro, Showroom, RTV, and CCV Trials.

We also have a fairly active social calendar that includes a regular monthly club night to be held at The Rose & Crown in Houghton on the Hill and advertised in the monthly magazine. This is when members and friends meet and chat and catch up with information as well as pick up bargains.

With all this going on it is clear that a lot of organization is necessary so we have a hard working team of committee members. These are elected at the A.G.M. in October & November. The club year runs from December 1st to November 30th.

We are always on the lookout for new sites so if you know or any suitable land please let any of the committee members know!

Shortly after you have joined you will receive your membership card. Sign it; keep it clean and safe, as you will need it to take part in any V.F.W.D.C. events.

MEMBERSHIP

Full membership entitles you and immediate members of your family to take part in any club event and receive a monthly copy the club magazine. Votes on club matters are restricted to one vote per family.

Fees: £25 per member/family membership if a paper magazine is required.

£15 per member/family membership if an e-mailed magazine is required.

£10 per Tyro member who is not part of a family membership.

Single event membership - £5 - entitles you to membership for a single event and you are not entitled to vote or receive the club magazine.

DRIVERS CHAMPIONSHIP

The club runs championships for Tyro, Showroom, RTV and CCV events on a yearly basis (Dec 1st – Nov 30th).

For each event within the year, points are awarded as follows:

1 st place	4 points
2 nd place	3 points
3 rd place	2 points
Starting	1 point
Laying out an event (Clerk of course)	4 points*
Points are also given for marshalling	2 points
Laying out but not attending the event	2 points

*Please note four points are to be awarded for the first two instances and two points for every subsequent event. Members must have laid out at least one event to be eligible to win a championship.

SAFETY AT EVENTS

- Dogs will be allowed on trial sites, but must be kept on a lead and closely supervised. No dogs will be allowed in a vehicle whilst competing in Trials, Treasure Hunts, Challenge and Comp Safari events.
- Keep your children under proper control at meetings.
- Keep away from moving and competing vehicles.
- There is no smoking on sections or around vehicles especially if refuelling. This includes spectators. (3 metres from sections or vehicles).
- No persons are allowed to drive anywhere on any site unless they hold a current full drivers licence and have permission from the clerk of course. But see supplementary regulations in respect of TYRO class drivers.
- Any one who acts in an irresponsible manner may be asked to leave the event by the clerk of the course.

- All club members are to take particular care when refuelling their vehicles during trials or safaris, competitors themselves may be aware of the dangers, but members and friends who come along as spectators must not smoke anywhere near (3 metres from sections or vehicles) the pits area. There is always the danger of fire.

V.F.W.D.C. EVENTS

The following will apply to all V.F.W.D.C. events unless otherwise stated.

- Every event will be held under the general competition regulations of the R.A.C.M.S.A. Ltd. and all fully elected members of any pre-invited club covered by the event permit.
- All competitors must hold a current drivers license. (Apart from TYRO).
- All competitors and passengers must show a current membership card at time of signing on.
- Seat belts must be worn during all events.
- Minimum tyre pressures are as follows:

TYRO	22 psi
Showroom	22 psi
RTV	22 psi
CCV	22 psi
- Maximum Tyre outside diameter must not exceed 36 inches for any form of event
- All trial sections will consist of 10 gates with optional start gates if the Clerk of Course wants them.
- Scrutineering will be from 9.00 am —9.30 am on the day of the event.
- Signing on will be from 8.45 am – 9.30 am on the day of the event, anyone not signed on by 9.30 am will have to pay £5.00 extra or be excluded from the event.
- Entry fees for Showroom, RTV and CCV are £20.00. The second driver of a double driven FAMILY MEMBERSHIP entry will be subject to an entry fee of £5. Tyro entry fee is £5.
- Single Event Club Membership £5

TRIAL SITE ETIQUETTE

Firstly, the insurance cover provided by the R.A.C.M.S.A. (paid for by part of the competitor's entry fees) only covers damage to the site by competitors and signed on officials, free range driving could leave you open to large claims for damages from the site owners, and / or loss of the site for the club.

Secondly the club membership fee only covers the cost of your club newsletter etc. it does not cover any of the cost of hiring the trials sites. It is unfair on the paying competitors that others are getting a days use of the site for free.

Another point to remember is that the club only hires the sites on competition days. Club members have no right of access to any of the sites at other times, so please do not use any of them as a private playground. One illegal session on a site could well result in the club being banned from that site, and any others owned by the same company.

Finally, never drive a section without the consent of the clerk of the course or one of the marshals.

VEHICLE TRIALS

All competing vehicles must comply with V.F.W.D.C. scrutineering regulations as printed.

A trial should consist of not less than six sections that are over terrain which is suited to the class entered.

All trial sections will consist of 10 gates (10 through to 1) with optional start gates if C of C wants them.

The object of the event is to cause the competitors to lose forward motion or to touch a penalty cane, this results in the scoring of penalty points, however, this is not to be obtained by the clerk of course putting in tight gates, a minimum width of eight feet is recommended.

If a vehicle touches a cane while proceeding on a section, that is the penalty awarded for that section. If the vehicle ceases forward motion, the penalty given is for the cane in front of the centre line of the leading hub of the vehicle.

All sections should be driven by the clerk of course or his / her assistants when laying out the trial.

Considerations should be made to the ground conditions i.e. will a section cut up badly and is it accessible for vehicle recovery.

Vehicles will be split into classes:

- Class 1 - between 50" and 80"
- Class 2 - above 80" and below 100"
- Class 3 - 100" and above

Vehicles over 100" wheel base are to be given a "shunt" providing they nominate where they intend to take it to the start marshal or C of C. A shunt being a stop at a pre determined point on the course reversing before continuing the section without touching the canes they have just past though.

Competitors may loop (check with C of C) out of a section as long as there are no boundary canes and does not cross his / her own tracks between consecutive gates on that section.

Boundary canes are a pair of crossed canes denoting the edge of a section or a line through the section, if a vehicle touches a boundary cane or crosses time boundary they receive the penalty of the next penalty cane i.e. between. 7 amid 6 the score is 6.

The event must be completed in the same vehicle as it was started in to qualify for a final position.

Minimum driving age is 17 for Showroom, RTV and CCV. Minimum age for Tyro is 13. (Tyro MUST have a passenger with a full licence).

Marshals should only award penalties when they see a vehicle hit a cane.

All Tyro, Showroom and RTV vehicles must have a current tax disc displayed and an MOT certificate, or proof of MOT certificate (if over 3 years old) must be shown to the scrutineers.

CCV TRIAL REGULATIONS

Foot brake must be effective.

1. Hand brake must be effective (no fiddle brakes).
2. Front and rear towing points must be solidly fixed to the chassis, with high tensile bolts (if welded to scrutineer's discretion).
3. The self-starter must work.
4. The steering must be in good order.
5. Diff Lockers are not allowed to be used if they are aftermarket fitments to the vehicle.
6. Throttle return springs - 2 acting directly on the butterfly spindles.
7. Battery must be secure - and covered to prevent acid spillage unless fitted under the bonnet, please ensure battery clamp is visible to the scrutineer.
8. Roll over protection (R.A.C.M.S.A. blue book or A.R.C. spec or MSA spec) minimum requirement is full roll cage (which the scrutineers must pass) with all bolts and fixings in place.
9. Seat belts - minimum requirement – 2 point -, which must be chafe free and securely fixed. A three point harness is preferred. All seat components must be securely attached regardless of original design.
10. Fuel tanks may be changed or repositioned but must be securely fixed in place and be of metal construction. Plastic or composite fuel tanks are permitted only where they are factory fitted to that model and mounted in the original position.
If a non-standard fuel filler is used, it must have a leak-proof cap, and be isolated from the driver / passenger compartment by the best possible method commensurate with the vehicle design. Underseat lids shall be screwed down with a gasket. The very minimum protection for an early underseat filler is the cap separately sealed. The fuel filler cap must be located in a safe place. If the fuel tank or battery are relocated in the rear passenger compartment of the vehicle they must be covered with something capable of containing fuel/acid in the event of vehicle turnover.
11. Fuel tank air vents must be at least 25cm to the rear of the cockpit and must be designed to prevent the escape of fuel should the vehicle be inverted. It is recommended that a non-return valve is incorporated in the vent system.
12. The radiator may be fitted in any suitable location within the confines of the original silhouette. Coolant hoses and pipe work may be re-routed but must be separated from the driver / passenger compartment by means of lagging (if metal pipe work) and a solid metal cover (if rubber pipe work) to protect all persons including marshals and spectators.
All pipe work, header tanks etc. shall be covered to protect occupants, marshals and spectators should any part of the cooling system fail and cause water or steam to escape.
The radiator shall be shielded from the driver / passenger compartment regardless of its location. Louvre vents are acceptable as radiator shielding.
13. An isolator switch must be fitted on all vehicles capable of stopping the engine and cutting all electrical supplies. The switch must be fitted within reach of the driver, ideally on the dashboard, and clearly marked.
14. The cooling fan(s) must be protected by a grille, louvre or similar.
15. Tow rope 25mm nylon or polypropylene with a braided eye at both ends).
16. Fire extinguishers 1.5kg Zero 2000 or 2.0lt AFFF foam
17. Tyres minimum pressure is 12 P.S.I. Road legal tyres only. No 'dumper type tyres'
18. Exhaust, suitably silenced with exposed parts shielded.
19. Spare wheels and tyres need not be carried.
20. One passenger / navigator, over the age of 13 years, is allowed per vehicle.
21. General condition of vehicle should be reasonably clean with no sharp edges and have all rotating parts covered.
22. In the event of a major damaging incident a scrutineer must inspect the vehicle before continuing.
23. The scrutineer's decision is final.

RTV TRIAL REGULATIONS

1. Foot brake must be effective.
2. Hand brake must be effective (no fiddle brakes).
3. Front and rear towing points must be solidly fixed to the chassis, with high tensile bolts (if welded to scrutineer's discretion).
4. The self-starter must work.
5. The steering must be in good order.
6. Diff Lockers are not allowed to be used if they are aftermarket fitments to the vehicle.
7. Throttle return springs - 2 acting directly on the butterfly spindles.
8. Battery must be secure - and covered to prevent acid spillage unless fitted under the bonnet, please ensure battery clamp is visible to the scrutineer.
9. Factory fitted roll over protection is a minimum requirement. Vehicles with no protection fitted as standard must have a substantial roll over protection bolted to the structure.
10. Seat belts - minimum requirement – 2 point -, which must be chafe free and securely fixed.
11. Fuel tank must be securely fixed and free from leaks and cap seals must be in good condition.
12. Tow rope 25mm nylon or polypropylene with a braided eye at both ends).
13. Fire extinguishers 1.5kg Zero 2000 or 1.75lt AFFF foam,
14. Tyres minimum pressure is 22 P.S.I. Road legal tyres only.
15. Exhaust, suitably silenced with exposed parts shielded.
16. General condition of vehicle should be reasonably clean with no sharp edges and have all rotating parts covered.
17. In the event of a major damaging incident a scrutineer must inspect the vehicle before continuing.
18. The scrutineer's decision is final.

SHOWROOM AND TYRO TRIAL REGULATIONS

1. Foot brake must be effective.
2. Hand brake must be effective (no fiddle brakes).
3. The self-starter must work.
4. The steering must be in good order.
5. Diff Lockers are not allowed to be used if they are aftermarket fitments to the vehicle.
6. Battery must be secure - and covered to prevent acid spillage unless fitted under the bonnet, please ensure battery clamp is visible to the scrutineer.
7. Seat belts - minimum requirement – 2 point -, which must be chafe free amid securely fixed.
8. Fuel tank must be securely fixed and free from teaks and cap seals must be in good condition.
9. Tyres minimum pressure is 22 P.S.I. Road legal tyres only. Only tyres fitted to wheels of standard diameter as supplied by the manufacturer may be used, however a more aggressive tread pattern is acceptable.
10. No form of suspension lifts are allowed, however body protection, up rated bumpers and the removal of vulnerable lower trim panels are allowed.
11. Exhaust, suitably silenced with exposed parts shielded.

12. General condition of vehicle should be reasonably clean with no sharp edges and have all rotating parts covered.
13. A vehicle fitted with aftermarket parts which would provide an advantage over a standard vehicle may take part in the event but may be excluded from scoring at the C of C's discretion and will not be allocated any championship points.
14. In the event of a major damaging incident a scrutineer must inspect the vehicle before continuing.
15. The scrutineer's decision is final.
16. Child seats (if required) must be fitted in line with current Government Legislation.
17. Only a nominated responsible driver to sit with a Tyro – no passengers. Responsible driver to drive the section first wherever possible.

In addition, trials set up for Standard vehicles must comply with the following:

1. The terrain chosen should be such that vehicles should not catch the bodywork on approach, ramp break over, or departure angles, and consideration should be given to the vehicles entered when laying out sections.
2. The maximum longitudinal gradient shall be 50%
3. The maximum transverse gradient shall be 25%
4. The maximum depth of any water shall 0.3 metres
5. Vehicles must be capable of traversing sections without contacting any trees, bushes or other natural features.
6. No feature may be included within sections, which are likely to cause damage to the underside of the competing vehicles.

TREASURE HUNT/CHALLENGE REGULATIONS.

AS THESE EVENTS MAY VARY IN THE STRUCTURE OF THEIR CLASSES AND RULES, IT IS THE COMPETITORS' RESPONSIBILITY TO ABIDE BY THE INDIVIDUAL SUPPLEMENTARY REGULATIONS ISSUED BY THE ORGANISERS.

TECHNICAL REGULATIONS

1. Chassis

- a. Have a protective bulkhead of non-inflammable material between the engine and the driver / passenger compartment capable of preventing the passage of fluid or flame in the case of fire.
- b. Have a complete floor of adequate strength rigidly supported within the driver and passenger compartment.
- c. Have a minimum permitted wheelbase of 127cm (50")

2. Body (Including aerodynamics)

- a. Be fitted with bodywork that includes a crew compartment effectively isolated from the engine, batteries, gearbox, and transmission shafts, brakes, road wheels, operating linkages and attachments, petrol tanks, oil tanks, water header tanks, and radiators (and be fitted with doors or body work giving side protection to the driver and passenger).
- b. With the exception of rear engine cross country vehicles, have a bonnet or casing of metal or solid non inflammable material covering and surrounding the main engine structure that is secured by fasteners of adequate strength and have a positive locking action; the rear vehicles must be adequately protected from a rear end collision.
- c. All engine moving parts on all vehicles must be covered.
- d. Body work must have adequate apertures.
- e. Be equipped on all wheels with mudguards, which present no sharp edges and cover the full width of the tyre around an arc of 120 degrees. This must be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents.

3. Seating

- a. Have a normal adequate seat with in the driver / passenger compartment. The seat must be rigidly located within the compartment. It must retain the driver within the vehicle, the rear most part of any seat must not be more than 38.1cm (15") behind the rear wheel axis. The seat cushion (i.e. the part on which the occupant sits) when uncompressed should not be less than 15.25 cm (6") below the top edge of the body side or door. Other seats fitted must similarly comply and all seats must face forward.

4. Engines

- a. If forced induction is used, be classified as having an engine capacity increase of 70%. This regulation does not apply to diesel engines.
- b. Be equipped with a positive method of throttle linkage closing in the event of linkage failure by means of two external springs to throttle spindles.

5. Suspension

- a. Be fitted with spring suspension between the wheels and the chassis unless originally manufactured otherwise.

6. Brakes

- a. Be fitted with brakes that are operative and capable of stopping and holding the vehicle as required, this should include an independent parking brake system.

7. Steering

- a. Have a full circumference full diameter steering wheel unless originally manufactured otherwise.

8. Wheels

- a. Have not less than four road wheels and tyres (excluding the spare)
- b. Not be fitted with any wheel spacers exceeding 3.5cm in thickness or of less than hub diameter.
- c. Not be fitted with duplicated driving wheels unless originally manufactured

9. Tyres

- a. Be fitted with wheels and tyres that are compatible and are also acceptable to the organizer. A particular size and type may be prohibited by the supplementary regs, the use of dumper- type, open centred or very aggressive tread pattern tyres are prohibited (at the discretion of the organizers).
- b. The use of tyre chains and studded tyres by competitors is prohibited.
- c. Maximum outside tyre diameter must not exceed 36 inches for any type of event.

10. Cooling

- a. Have any non-metallic fluid lines or tubes carrying coolants through the driver and passenger compartment enclosed in a solid metal cover. Internally / externally metal braided hydraulic pressure hose coolant lines must be painted red. See above for specific CCV regulations.

11. Transmission

- a. Have the transmission outside the driver and passenger compartment beneath the floor or secured in casings or coverings of solid material.
- b. Be equipped with an operable reverse gear.

12. Oil systems

- a. Have any oil lines passing through the driver /passenger compartment protected, and if non-metallic enclosed in internally / externally metal braided hydraulic pressure hose.

13. Fuel systems

- a. Have all fuel lines passing through the driver / passenger compartment protected, and if non-metallic enclosed in internally / externally metal braided hydraulic pressure hose.
- b. Use normally available pump fuel.
- c. If using L.P.G. it must conform to the construction and use regulations and also the L.P.G. industry technical association code of practice.

d. Have tank fillers and caps that do not protrude beyond the bodywork, or are situated within the driver / passenger compartment. The caps must have a efficient locking action to reduce the risk of accidental opening during an accident. Air vents must be at least 25cm to the rear of the cockpit.

e. Fuel tank location / design may be changed. If the fuel tank is moved or changed a cover must be fitted to contain any fuel spilled in the event of a roll over.

See above for specific CCV regulations.

14. Towing points and rope

a. Be equipped with towing points front and rear. The tow ball or towing point must be bolted on using high tensile bolts (16 mm or 5/8" minimum.) they must accept a rope loop and be secure. Where a tow ball is used it should be fitted so as to retain the rope. i.e. it should be mounted with the ball facing away from the direction of pull, or where it is mounted close to a chassis member a trap should be formed to prevent the rope from becoming accidentally detached, the tow point must not present any sharp edges that could cause damage to the rope.

b. Be equipped with a suitable rope of a minimum diameter of 25mm / 1" nylon or polypropylene this rope must have a closed braided loop at each end

The use of chain, wire bond and kinetic ropes are prohibited. Strops are allowed but must have manufactured eyes.

Shackles (must be a min 3.25 ton tested shackle) can be used to attach the towrope to approved tow points (Jate Rings)

15. Electrical system

a. Have any batteries in the passenger compartment enclosed in a leak proof container and securely located, batteries must be duly protected to prevent acid leakage and spillage onto the occupants of the vehicle or marshals in the event of a rollover.

b. Have the battery terminals protected from metal contact between the terminals causing a short circuit in the event of a rollover.

c. The battery and clamp must be visible to the scrutineer.

d. Be equipped with an operating self starter.

e. Be equipped with a good loud horn.

16. Exhaust system

a. Have the exhaust system isolated from the driver / passenger compartment (e.g. beneath the floor)

b. The outlet of the exhaust system behind the mid point of the wheel base of the vehicle, trials vehicles may have a front mounted exhaust. Hot surfaces must be covered or shielded with a suitable material.

17. Silencing

a. All events must conform to a maximum permitted level of 84dba measured at 8 metres. Continuous noise testing may take place during events and competitors will be advised of excessive noise warning: temporary silencers, bypass pipes and the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out noise checks on vehicles

utilizing temporary parts in exhaust systems. Organizers are empowered to exclude in such situations.

18. Windscreens and side screens

- a. Have where fitted windscreens of either laminated glass or plastic, of a minimum thickness of 4mm. plastic side screens where fitted, should also have a minimum thickness of 4mm unless fitted otherwise by the manufacturer.
- b. The use of side screens on open vehicles to retain the limbs of driver and passenger within the vehicle in the event of a rollover is recommended

19. Roll bars and cages

- a. For ALL competing vehicles the minimum requirement is either a manufacturer's hardtop or a truck cab correctly fitted and that the scrutineers are happy with. For soft top vehicles, the full cover must be in place along with all of the support bars. If the cover and support bars are not in place, a single hoop roll bar with diagonal supports must be fitted just behind the front seats, the top of which must be higher than the occupant's head/s. The windscreen must be in the upright position so that the frame offers additional roll over protection.
- b. See above for specific CCV regulations.

20. Seat belts

- a. All events, safety belts must be made out of approved materials and anchored securely to the vehicle, the minimum requirement for all events is an abdominal strap, with the fixation points of adequate strength on either side and to the rear of the seat.
- b. All competitors' and passengers must wear safety belts.
- c. See above for specific CCV regulations.

21. Fire extinguishers

- a. Fire extinguisher must be carried on all vehicles taking part in extreme trials and meet minimum requirement as in the R.A.C.M.S.A. blue book (speak with the club scrutineer).
- b. All extinguishers should be mounted securely in the vehicle and be operable from the driver's seat.

22. Punishments at Trials

Punishments for transgressions at events must be explained at the driver's briefing prior to commencement of the event.

The Clerk of the Course is in charge at an event and it is their responsibility to decide whether a punishment is necessary and also their responsibility to administer it. The severity of punishment must be in line with the severity of the transgression. If the transgression is severe enough the punishment will be immediate exclusion from the event and the competitor is to leave the site immediately.

For less severe transgressions the advised punishment shall be as follows:

1. Verbal Warning – 2. Second Verbal Warning and maximum score for the section on or immediately after the transgression occurs – 3. Exclusion.

In every case, the C of C must make the club Chairman aware of the transgression and the transgression is to be discussed at the next Committee Meeting where further punishments may be awarded. e.g. The competitor may be banned for a Trial or banned indefinitely.

Appeals – can be made and discussed at the Committee Meeting where the transgression is discussed.

Anyone breaking the law of the land will be reported to the Police and may be prosecuted.

GENERAL RULES

Drivers must, hold a valid R.T.A. licence (not provisional) in respect of vehicles having more than three wheels.

The supplementary regs may permit entries to be accepted in respect of drivers who are aged 13 and over (Tyro events) without a full driving license provided that the passenger holds a valid full driving license the vehicle may only be driven between observed sections by someone that holds a valid full driving licence.

All drivers must produce a valid membership card.

More than one passenger may be carried where the driver holds a valid full driving license.

Passengers under the age of 16 will not be deemed competitors for the purpose of licenses or club membership and will not be required to sign on. They will however be required to produce a letter of consent from a parent or guardian at. "Signing on" and this letter will be retained by the organizers.

All passengers shall be properly seated in forward facing seats, the seat back shall be upright and the seat adequately fixed. All occupants must wear an approved seat belt at all times.

Passengers in the front of a saloon vehicle must be at least 12 years old and in the case of an open vehicle 14 years old. Passengers in the rear of a saloon vehicle must not be less than 2 years of age. Child seats must be fitted and used in line with current Government Legislation. All occupied seats must be forward facing.

The only other thing to say is, if in doubt speak to one of the club scrutineers and be safe and enjoy yourself.

Motorsport is dangerous; the Viking Club does not accept liability for loss, damage or injury incurred while you are involved in any club activity.