

# NISSAN 44 TRIALS



## RULES OF COMPETITION

# 2008

NISSAN PATROL 4WD CLUB OF NSW & ACT INC  
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# 1. THE NISSAN TRIALS

- 1.1. The Trials is a 4WD inter-club competition designed to test driver skill and vehicle capability. The Trials will comprise eight events. Competitors will be awarded points by passing score markers along the route of each event while maintaining momentum. Scoring will not be based on speed.
- 1.2. The event will be planned to test a wide range of driver skill and vehicle performance. They will be designed to be progressively more difficult though the event so that the score reflects competitor and vehicle capabilities.
- 1.3. Competitors will enter the Trials in teams under the control of a non-competing team manager and is to assist the team and the Trials organisers in the conduct of the Trials. In addition to the team manager, the team will consist of four competitors and an optional reserve. Each competitive entry will consist of a driver and a navigator. The reserve will be a driver and navigator not previously in the original team. The reserve will be permitted to permanently replace an entry for the duration of the Trials in the event that a competitive entry is unable to continue. The request to include the reserve must come via the team manager to the Clerk of the Course. There is no restriction as to the class of the reserve.

# 2. THE TRIALS ORGANISATION

- 2.1. The Trials will be under the overall control of the Clerk of the Course. A green coloured vest will identify the Clerk of the Course.
- 2.2. Each event will be under the control of an Event Manager. A team of Marshals will assist the Event Manager. The Event Managers will be advised at the drivers briefing.
- 2.3. Competition team members and the team managers only will be allowed early entry to the site at 6am. Class verification will commence at 8am. All NSW based teams are expected to have most if not all of their competitors classed on the Friday. The first event will commence at 0800 hours on Saturday and 0800 hours on Sunday.
- 2.4. The Clerk of the Course will commence the drivers briefing session at 0700 hours on Saturday morning and answer questions and introduce the event managers. All team personnel will attend the briefing session. Drivers briefing notes will be made available from PM Friday. The notes will provide information on the events and the scoring procedures.
- 2.5. The Clerk of the Course will determine the running order of vehicles for the competition.
- 2.6. The Start and Finish of each event will be well marked. Pegs, tape or natural obstacles will mark the side boundaries of each event.

- 2.7. At the start of each event, vehicles will approach the start line as directed by the marshal. Vehicles will not proceed until directed to do so by the marshal.
  - 2.8. Failure to move from the start position after given the direction to proceed is taken as a “no score” in that event.
  - 2.9. Vehicles will be deemed to have started and finished an event when the leading wheel hub passes the start and finish markers respectively.
  - 2.10. Competitors will be deemed as “out” if forward motion ceases for more than three seconds. A pink flag will be waved to signal this.
  - 2.11. The tape defines the course. If a vehicle breaks the tape or knocks over a boundary marker this is deemed as being out of the course and will be call out. The exception to this rule will be set out in the course track notes e.g. Wombats – due to excessive body lean. Exceptional cases will be decided be the event marshall.
  - 2.12. The points scored will be as indicated by the last score marker passed by the leading wheel hub.
  - 2.13. Some events may permit 3-point turns or multi-point turns and some may require stopping. These are the exception to the requirement for continuous forward motion. These variations will be set out in the drivers briefing notes and defined on the course with coloured bunting.
    - \* Definition of 3-point turn: *1. Drive to a defined point. 2. Select reverse and reposition the vehicle. 3. Continue from that point.*
    - \* Definition of a multi point turn: *to shuffle back and forth in a defined section of track to reposition the vehicle.*
- CLARIFY WITH THE EVENT MARSHALL IF YOU ARE UNCERTAIN
- 2.14. The decision to start, continue or finish an event resides with the driver of the competing vehicle. Exceptions are when a vehicle has been disqualified or deemed “out” under 2.10.
  - 2.15. After completing an event, competitors are to move to the next event without delay. Between events, vehicles must not be left unattended. At least one member of the team must remain with the vehicle.
  - 2.16. Competitors’ arriving at an event more than 2 minutes after the previous competitor has completed the event, must have an acceptable reason for the delay or may not be permitted to attempt the event.
  - 2.17. The navigator of each competing vehicle will be issued with a blank score sheet that is to be filled in and initialled by the event marshal before the vehicle leaves the event site.
  - 2.18. The competitor gaining the most points in total for all events will be deemed the outright winner.
  - 2.19. Competitors will complete each event without any outside assistance.
  - 2.20. The Clerk of the Course has the right to vary the event and/or the sequence of the events after the issue of the briefing notes should, in his opinion, changed conditions warrant such alterations.

- 2.21. Should an event (or part of an event) become unfair to early or late competitors, the Clerk of the Course may drop the event (or any part of the event) from the Trials, even though earlier competitors may have successfully completed the course.
- 2.22. When a vehicle needs to be recovered, the Recovery Team will take control of the recovery and the driver must obey the instructions of the Recovery Team Leader. The Event Manager retains the overall responsibility for that event. The driver and navigator must co-operate with the Recovery Team for a safe recovery of the vehicle.
- 2.23. Awards will be presented after the last competitor has completed the last event on Sunday afternoon and scores tallied. The Clerk of the Course will conduct the presentation and the President of the Nissan Patrol 4WD Club of NSW & ACT Inc will award the prizes.

### **3. TEAM REQUIREMENTS**

- 3.1. All drivers and navigators will hold current provisional or full driver's licenses that satisfy Australian State or Territory laws. Licenses must be available as part of Class Verification prior the commencement of competition.
- 3.2. Drivers and navigators must be financial members of a 4WD club incorporated under appropriate sections of the Companies Act, NSW Associations Incorporation Act or a similar Act if registered in another state. The Club must have current Public Liability Insurance and a copy of this must accompany the team's formal entry forms.
- 3.3. Team members cannot interchange between vehicles or roles.
- 3.4. No other persons other than the driver and the navigator are permitted to travel in a competing vehicle.
- 3.5. "Bouncing" or "rocking" the vehicle will be permitted providing no parts of the team's person extend outside the vehicles seating compartment.

### **4. REQUIREMENTS APPLYING TO ALL VEHICLES**

- 4.1. Current vehicle registration in an Australian State or Territory as either a commercial or a passenger vehicle is mandatory. Specialised vehicle registrations such as an agricultural implement or an off road rescue vehicle will not be accepted.
- 4.2. All vehicles will have current registration and possess at least Third Party Property Damage level insurance in addition to the CTP (green slip). Documentary evidence demonstrating compliance of this must be available for inspection during Class Verification prior the commencement of the competition. This evidence will include the current registration document, current vehicle insurance showing at least Third Party Property Damage and current drivers licence.
- 4.3. Seat belts and other restraint systems must be fully operational

- 4.4. Each competing vehicle will have fitted window nets on each side of the front windows of the vehicle. These will be of a quality webbing material in construction and fitted in such a way as to satisfy the Chief Verifier on inspection. Plastic construction bunting and the like will not be passed. (*see Standards: photo #2 on the Nissan club page/Trials*) If it is not possible to fit window nets to the vehicle, then an exemption can be applied for via the Event Secretary to the Clerk of the Course well prior the event. The application will be considered and permission granted to substitute wrist restraints of Australian Standards Approval.
- 4.5. Each competitor and navigator will wear an Australian Standards Approved helmet regardless of soft or hard roofing.
- 4.6. Vehicles must carry a fire extinguisher (0.9 kg dry powder type or similar) secured in an accessible location suitable for extinguishing a vehicular fire.
- 4.7. Agricultural type tyres, chained, spiked or similar tyres will not be permitted.
- 4.8. The only allowable method for providing vehicle propulsion is through drive tyres. No team members are permitted to winch or otherwise negotiate the course other than through driven tyres.
- 4.9. Vehicles do not need to carry a spare tyre but the Team Manager must have a suitable spare tyre readily available at all times.
- 4.10. Each vehicle is required to have two front and two rear recovery points. These should be mounted in line with, or onto each of the chassis rails. No centre mounted points will be allowed. No transport hooks allowed. They are to be secured with 2 rated bolts to each hook. Recovery points will be painted RED for easy location. Two snatch straps are required to be fitted to the vehicle – one on the front and one on the rear. All recovery devices must be rated to a minimum of 3.2 tonne. Hooks mounted on the bull bar braces do not comply for recovery.
- 4.11. For safety reasons only the minimum required goods should be conveyed within the vehicle during the competition.
- 4.12. No moving components of a vehicle can extend beyond the vehicle's bodywork.
- 4.13. No vehicle components are to have sharp edges or other protrusions liable to cause injury.
- 4.14. The vehicle must not convey any object that is likely to come loose or otherwise provide a hazard in the event of a rollover.
- 4.15. A soft top or open top vehicle must include rollover protection barwork of suitable sturdy construction to satisfy the Class Verifiers.
- 4.16. In all cases tyres must be contained within the bodywork or properly constructed flairs. Metal flairs must have rolled or protected edges. Cardboard, gaffer tape or flimsy plastic flairs will not be permitted. Vehicles with these will be rejected at Class Verification. (See Fig.1 on the standards info page on our webpage).
- 4.17. There can be no changes to the vehicle after Class Verification without the approval from the Clerk of the Course.

- 4.18. The Clerk of the Course reserves the right to make determinations for situations that are not within the spirit of the Trials, as presented in section 1.

## 5. SAFETY

- 5.1. Competitors are reminded of the dangers of competing with exposed limbs. It is recommended that the torso be covered to the neck. It is compulsory that vehicles with no doors or low doors attach a mesh of sturdy construction to the side of the vehicle to prevent any protrusion of head or arms during a roll.
- 5.2. Smoking will be prohibited within competing vehicles during the course of all events.
- 5.3. The team members will be properly seated and seat belts must be worn whenever the vehicles are in motion. The only exception is water events.
- 5.4. Under no circumstances is alcohol to be consumed by drivers or navigators until all events have been completed for the day. Due to the residual effect of alcohol or other drugs, the team manager must establish, before competition in each stage, that all competing team members are not intoxicated. This definition includes prescription medication that in some way may impede the capacity of the team member to compete. Breach of this will impose penalty as defined in section 8.
- 5.5. At any stage an Event Manager may cease operation of their event if circumstances establish an unsafe or potentially unsafe situation.

## 6. DISPUTES

- 6.1. Disputes between a competitor and the Class Verification team will be arbitrated by the Chief Verifier.
- 6.2. Disputes between a competitor and a Marshal, will be arbitrated by the Event Manager, or if unable to be resolved, the Clerk of the Course will intervene.

## 7. PENALTIES

- 7.1. The Clerk of the Course may allocate penalties or entire team disqualification for any act involving:
- Deceit of any vehicle classing, insurance or vehicle registration matter. This will result in the entire offending team being disqualified.
  - Interfering with another team's competitive activities will result in the entire offending team being disqualified.
  - Behaviour seriously unbecoming of a competitive team will result in the entire team being disqualified.
- 7.2. The Clerk of the Course may allocate penalties involving loss of competitive points for any act involving:

- Ignoring instructions from any officials during competition may result in the competitor losing 100 points.
- Crew not properly seated or not wearing safety gear may result in the competitor losing 100 points.
- Not keeping running order without the approval from the Clerk of the Course may result in losing 50 points.
- Abuse of Officials during competition may result in the competitor losing 100 points or in some cases the disqualification of the entire team.

## 8. VEHICLE CLASSES

Vehicles will be classified and will compete in one of the following four classes

- Standard Class
- Modified Class
- Open Class
- Outlaw Class

### Standard Class

- Maximum tyre diameter 33" (285/75/16 and 265/85/16 permitted)
- Standard engine for that model (no after market forced induction)
- No diff locks (Factory LSD permitted)
- Front and rear diffs must retain their factory settings
- Vehicles fitted with "Air Lockers" must be verifiably disconnected
- Vehicles fitted with electrical diff locks must disconnect the diff lock wiring
- Standard drive train only
- No tyre beadlocking devices allowed
- No wheel spacers allowed
- Body lift permitted
- Spring over permitted but must retain basic spring hanger design
- The number of axle location links can not be changed
- Agricultural type tyres, chained, spiked or similar will not be permitted.

### Modified Class

- Maximum tyre diameter 37"
- Forced induction permitted in diesels
- Engine swaps permitted only if a variation of the original configuration of the motor is used. Eg. A 6 cyl for a 6 cyl. Discussion can be had with the Clerk of the Course or the assistant to the Clerk of the Course if in doubt.
- Diff locks permitted
- Single transfer case only
- Gear reduction in transfer case permitted e.g. Rock Hopper, Marlins, and Marks etc.
- Body lift permitted
- The original suspension location points must be retained
- Trac bars allowed on leaf-sprung vehicles
- Agricultural type tyres, chained, spiked or similar will not be permitted
- No rear disconnect allowed

## **Open Class**

- Almost anything goes as long as the vehicle is currently road registered as a passenger or a commercial vehicle
- Maximum tyre diameter 39"
- Any engine swap
- Forced induction allowed
- After market active suspension systems not permitted
- Body lift permitted
- No limit to drive train modifications
- Dual transfer cases permitted
- Hydro assisted steering permitted
- Agricultural type tyres, chained, spiked or similar will not be permitted
- Rear disconnect allowed

## **Out Law Class**

- Vehicle must have current registration as a passenger or a commercial vehicle
- Maximum 54" tyres
- Any engine swap
- 4 wheel steering permitted( no skid steer or similar)
- No limit to body lift
- No limit to suspension
- Forced induction permitted
- Rear disconnect allowed