



2017

Rules & Regulations Contents

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Any clarification or information required in regards to the rules and regulations laid down in the event can be obtained from the Competition Manager.

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Note: *It is the competitor's responsibility that their Competition Vehicle complies with the 2017 COMEUP XWC "Rules and Regulations".*

1. Event Format and Regulating Body

- ❖ SS will be designed with a major emphasis on off road driving, recovery skills and safety.
- ❖ The SS results will determine the place getters.
- ❖ Scoring will be a combination of elapsed time less any penalties incurred by teams as per the Rules & Regulations.
- ❖ The Competition Manager will head the Event Committee with Officials appointed by the Competition Manager.

2. Vehicle Class and Equipment Check

2A. Classes:

- ❖ Xtreme 4WD
- ❖ Production 4WD
- ❖ Buggies
- ❖ Side x Side

2B. Vehicles with all equipment will be required at the appointed time for equipment and class check.

Team representative must be present during this check.

3. Compulsory Equipment

3A. Vehicles shall carry at least one (AS1841.5) 1.5kg, or two 0.9kg dry powder fire extinguisher/s in a readily accessible location for either member of the Team.

Extinguishers securely fitted in the cabin must be below shoulder height.

3B. Jack, wheel brace and spare tyre assembly.

3C. Recovery Kit

- ❖ 8000kg tree trunk protector (*Minimum width 75mm*)
- ❖ Rated snatch block
- ❖ 2 pair finger enclosed leather or material gloves
- ❖ 4 shackles – 3.25t or better
- ❖ 2 x 1kg (*dry*) cable dampeners (*Minimum size 500 x 900mm*)

3D. First Aid Kit

3E. Waffle boards and ground anchor are recommended

4. Radio Equipment

4A. Competition vehicles must be fitted with UHF Radio and must be tuned to the Competition Channel **#11**.

A 10-point penalty will apply if not adhered to unless extenuating circumstances arise. One warning will be given.

4B. During the SS, UHF radio must be tuned to the assigned SS channel.

4C. Hand held UHF radio is recommended.

5. Vehicle Specifications

Xtreme 4WD, Production 4WD, Buggies & SXS

5A. Body/Chassis

- ❖ Chassis to be original from rear most suspension mount to forward most suspension mount. **(Buggies N/A)**
- ❖ Body, guards, doors and front to remain the same original shape & design from B Pillar forward. **(Buggies N/A)**
- ❖ Any vehicle that is not a production vehicle or does not resemble a production vehicle will be classed as a buggy and a penalty of 20-points will apply at the start.

Approved Changes

- ❖ Modify body (Ute/Dualcab)
- ❖ Guards may be enlarged, but no sharp edges allowed.
- ❖ Install aftermarket gauges and accessories.
- ❖ Original dash to remain. **(X4WD, SxS - N/A)**
- ❖ 50mm body lift. **(X4WD, SxS - N/A)**
- ❖ Front and side windows to be approved glass.
- ❖ Aftermarket panels.

A2. Full harnesses will be fitted for all occupants, the minimum being a four-point full harness, and will comply at least with AS2596, E35, SFI16.1, FIA Standard 8853 or 8854, 8853/98 or 8854/98 or European Standard ECE R- 16. The full harness must not be frayed, torn or damaged in any way.

In all cases of mounting the following must be observed

- ❖ Floor mounting points must be reinforced with a 3mm steel plate of at least 75mm x 50mm on the underside of the body.
- ❖ 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.

A Statutory Declaration signed by the owner stating that the mounting complies with COMEUP XWC Rule #5A2 and that, they take full responsibility for installation of the full harness into the vehicle.

A3. The chassis can be strengthened, shortened or lengthened.

A5. A recovery point (*Painted red/yellow*) 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 8.8 high tensile bolts are to be used. SxS to be fitted with suitable anchor point, front and rear.

A6. Items carried in the vehicle must be secured adequately while the vehicle is in motion.

A7. Vehicles shall be fitted with a full internal roll cage starting at the A pillar. Wagons to be a 6 point and utilities a 4 point with a recommendation that 2 forward braces from the main B pillar hoop to the floor be fitted. (SxSN/A)

a: Roll cage structure must not obstruct front seat access nor encroach upon the area occupied by driver and co-driver.

b: Main B pillar hoop must be a maximum 150mm behind the driver and co drivers head. 2 diagonal braces in the plane of the main B pillar hoop are fitted. The A pillar & B pillar hoops and all other tube work to be placed as close as near possible to the roof 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 roof. It is recommended that 2 diagonal braces between the A & B hoops be fitted as close as near possible to roof to limit crushing in the event of a roll over.

c: 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.

d: Mountings will comprise an upper mounting plate attached to the roll cage and a lower mounting plate, sandwiching a section of the vehicles structure between them. The following requirements outline minimum sizes for mounting plates. Smaller width plates being a minimum of 45mm wide may be used if the overall area is not reduced.

e: Mounting plates to be steel 100x100x6mm for vehicles over 1150kg and 100x75x6mm for vehicles under 1150kg. The lower mounting plates must be at least 100x45x6mm. At least two 10mm Grade 8 high tensile bolts are required at each mounting point.

f: Where roll cage mounting bolts pass through a hollow section of the vehicles structure, the section must be locally reinforced to prevent crushing.

g: Tubing used in manufacture of hoops and bracing shall be round section cold drawn steel tube CDS, CDW or CEW and comply with the requirements of AS1163 1981 or better, Circular and Non- Circular Steel Tubes for Mechanical and General Engineering Purposes.

- ❖ Size: A and B pillar 45mm dia. wall 2.5mm. (Minimum for A pillar is 38mm with 2.5mm wall thickness)
- ❖ Straight braces: 38mm dia. wall 2.5mm.

h: 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 joints will be done to accepted engineering and competition standards.

i: 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 utilized for this purpose.

j: In open 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 driver and co-driver head area of 3mm alloy or 1.6mm steel.

A Statutory Declaration signed by the owner stating that the manufacture and installation complies with COMEUP XWC Rule # 5A7 and that they take full responsibility for the manufacture & installation of roll cage into vehicle.

A8. Doors and window nets must be fitted to all vehicles. The window net must cover 70% of the window opening. The net shall be made of a non-flammable material with mesh size no greater than 50mm. It must be secured in such a way that it can be removed at any time from both inside and outside the vehicle with the door closed.

A9. Wagons and dual cabs will have a metal cargo barrier fitted immediately behind driver and co-driver seats if equipment is stored in rear.

5B. Engines (X4WD and Buggies -N/A)

- ❖ Engine must be available in vehicle manufacture's model range.
- ❖ Engine can have aftermarket accessories fitted.
- ❖ Aftermarket turbo on cast manifold allowed on diesel.
- ❖ No superchargers.

- ❖ OE Intercooler/turbo combination allowed if fitted in vehicle manufacture's model range.
- ❖ Radiator to remain in original position.
- ❖ *On X4WD & Buggies all internal coolant pipe work must be one piece metal with any joins outside cab area.*
- ❖ No turbo or superchargers allowed on petrol motors. **(OE exempt)**
- ❖ Carburetor can be upgraded to vehicle manufacture's fuel injection system.
- ❖ In all classes the exhaust must finish at least 50mm from rear most opening of cab.

5C. Fuel Systems

- ❖ Pump fuel only.
- ❖ No boost additives allowed.
- ❖ Fuel tank to stay in original position, but may be raised. **(X4WD N/A)**
- ❖ LPG is allowed on petrol motors. **(X4WD N/A)**
- ❖ No nitrous or performance gas allowed.

5D. Transmission (X4WD - N/A)

- ❖ Must use transmission in vehicle manufacture's model range.
- ❖ No aftermarket internal/external reduction gears allowed.

5E. Driveline

- ❖ All vehicles must have an operational handbrake.
- ❖ Vehicle manufacture's front and rear differential housings and components as per model range must be used. **(X4WD N/A)**

Approved Changes

- ❖ Gear ratios.
- ❖ Locking/unlocking differentials.
- ❖ Reinforced housings.
- ❖ Aftermarket axles and modified CV's.

5F. Brakes/Suspension/Steering

(X4WD, Buggies and SxS - N/A)

Approved Changes

- ❖ Aftermarket springs, shocks, panhard and radius rods.
- ❖ Offset castor correction bushes.
- ❖ 4" lift.

Not Approved

- ❖ Braking on individual wheels or axles.
- ❖ Changing the original spring, bump stop and shock absorber mounting points.
- ❖ Dual shock absorbers.
- ❖ Non-genuine, hydraulic or air bump stops.
- ❖ Powered or manually operated active suspension that adjusts each wheel individually.
- ❖ Extended shackles/hangers.
- ❖ Aftermarket front control arms of different design.
- ❖ Drop boxes.
- ❖ Spring over.
- ❖ Full hydro steer or rear wheel steer.

5G. Wheels and Tyres

G1. Tyre and wheel combinations:

- ❖ Production 4WD – 940mm x 370mm
- ❖ Xtreme 4WD – 1020mm x 390mm
- ❖ Buggies – 1020mm x 390mm
- ❖ SxS – 150mm larger than manufactures largest option
- ❖ Measurements are horizontal with tyre pressure at 24psi

G2. Agricultural tyres (*SxS – N/A*) and wheel chains of any type are prohibited.

G3. Wheel spacers not allowed. (*X4WD, SxS and Buggies – N/A*)

5H. Electrical System

H1. A mechanical battery isolation switch is to be fitted to the battery or batteries providing power to the competing vehicles electrics, this is to be placed within reach of driver and co-driver whilst secured in vehicle. Winch circuit is exempt.

H2. External power sources are not allowed.

5I. Winch

I1. (X4WD, SxS and Buggies - N/A)

- ❖ Winch is to be electric and have one motor.
- ❖ Fitted to the front bullbar.
- ❖ Only one forward mounted winch.
- ❖ Reinforcing the rear of winch is allowed.
- ❖ Brake shaft may have end cap fitted.
- ❖ Contactor pack allowed.
- ❖ Wider drums / Air free spool.
- ❖ 12 or 24 volts.

Not Approved

- ❖ Aftermarket electric motors that require adaptor plates or any modification to winch housing to fit.
- ❖ Ratio changes.
- ❖ PTO or hydraulic winches, unless approved by Competition Manager prior to Event. *(All Classes)*
- ❖ Steel winch cable with hemp center. *(All Classes)*

I2. Winches shall be fitted with an automatic brake.

I3. Winch rope/cable must be in serviceable condition.

I4. Winch hooks must have working safety catch.

I5. Owner's responsibility that the synthetic rope or wire cable is rated the same or better than the winch specifications.

16. Winch ropes/cables are to be fully spooled at the start of each SS.

17. Winch rope can be wrapped at the finish of an SS. The protruding horns must not be pointy and be made of material with a minimum radius of 30mm, length and distance apart is optional.

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

19. Winch dampener is to be placed in the center third at start of winching. When a snatch block is used, another dampener is to be placed in the center third of the rope between the vehicle and the snatch block at start of winching.

6. General Rules

6A. COMEUP XWC is open to 4-wheel drive vehicles that comply with the COMEUP XWC Rules and Regulations. Any vehicle failing to comply with any of the rules and regulations contained in this event guide is required to apply for an exemption in writing to the Competition Manager, 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 Competition Manager 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.

6B. SS Manager will oversee any recovery operations during Special Stages by either controlling the recovery personally or by nominating an Official as the Recovery Leader. In the interest of safety all competitors must abide by the Recovery Leader's instructions.

7. Environment

7A. Campsites, assembly, holding and work areas, are to be left clean & tidy. A 20-point penalty could apply for noncompliance; this could carry over to next event if infringement discovered after Presentation.

7B. Failure to use a tree trunk protector during winching operations will result in a DNS being recorded for the SS.

8. Advertising

Competitors can fix any kind of advertising to their vehicles if: -

8A. Advertising is not offensive.

8B. Teams advertising does not encroach into areas reserved for event sponsors, competition numbers and event decals, namely the front doors. Maximum sized area required for the competition number and event decals is 500mm x 300mm.

8C. Event decals shall be fitted to reserved areas when supplied. A 30-point penalty will apply for non-fitment of event decals.

9. Regulations for Special Stages

9A. Driver and *co-driver are the only persons allowed in the competing vehicle during an SS. The driver must have a current Driver's License issued by any motor authority that is recognised under the Motor Traffic Act. Driver and co-driver will wear fully enclosed footwear, sleeved shirt, appropriate pants, certified Australian Standard AS1698 helmet, suitable for motor sport, whilst in a moving vehicle during an SS. * ***(Must turn 15 in the year of Competition)***

9B. Starting order for the first or group of SS's will be by ballot.

9C. Driver and co-driver combination will remain the same for the entire event, alternating between driver and licensed co- driver for any SS is allowed.

Due to injury or sickness and after approval from the Competition Manager a Team member may be changed twice. There after a 10-point penalty will apply for each additional change.

9D. 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 stored at the start and finish of each SS.

9E. Timing of the SS will cease when the vehicle (*to the rear of front door*) has come to a stop in the finish garage with driver and co-driver secured in the vehicle. Or when specified, co-driver and any recovery equipment in designated position. Competitors shall not move from the finish garage until directed by an official.

NOTE: Entry into finish garage is to be forward unless directed otherwise.

9F. Competitors must start in their respective ballot or designated order, unless the Competition Manager 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 may be deemed a non-starter and a DNS recorded.

9G. When the DNF time is not achieved by any competitor, points will be awarded from fastest to slowest for those that have completed the SS. If 25% of the competing vehicles in that SS do not complete the SS under the set DNF time due to weather or changes in track conditions the DNF time will be increased by 5 minutes. If after the new DNF time has been set and the 25% is not reached at the completion of the SS, there will be no further increase in DNF time.

9H. SS can be marked by pegs, bunting or stated as a formed track.

9I. Teams when directed by an official must immediately remove themselves and their vehicle from the course.

9J. Teams failing to start 60 seconds after the timing has commenced for the SS will result in a DNS.

9K. SS will close 10 minutes after the last competing vehicle has finished, competitors will be notified.

9L. No alcohol or recreational drugs are to be consumed prior to or during the running of SS. Random alcohol or drug testing may be carried out on drivers and co-drivers at any time throughout the competition.

- ❖ Competitors who record a positive reading 15 minutes after official briefing will be retested every sixty minutes, until the reading returns to zero. A 10-point penalty will be incurred for every positive reading until zero.

- ❖ Competitors who record a positive reading when tested either during, or at the end of the day's competition will receive a DNS for their last completed SS. Competitors will be tested as per 9L1 above, if more SS are to be completed.

9M. Competition Manager reserves the right to modify or add supplementary rules and regulations, and decide on matters not specifically covered in the COMEUP XWC Rules and Regulations and allocate penalty points at his discretion.

9N. Stage awards will be calculated on highest points scored after penalties.

10. Special Stage Penalties

10A. When all four wheels of a vehicle cross the boundary of the course the competitor may receive a DNF.

10B. 10-point penalty will be incurred when: -

- ❖ A vehicle straddles a boundary peg.
- ❖ A vehicle knocks over or breaks 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.

Note:

*That any designated trees or markers that are intentionally damaged or knocked over, will result in a DNF being awarded for that SS, the Competition Manager reserves the right to replace the tree with a marker should this happen. Special designated pegs or bunting marking an SS, if broken will incur a 20-point penalty. If a competitor or other equipment (**excluding vehicle**) breaks the bunting or knocks over a peg during winching operations, there will be no penalty provided a reasonable attempt to repair damage is made prior to entering the finish garage.*

10C. Penalties for a driver or co-driver not wearing a secured seat belt, helmet or riding on the outside of a vehicle:

- ❖ 1st offence DNF plus 100-point penalty
- ❖ 2nd offence DNF plus 200-point penalty
- ❖ 3rd offence **EVENT DIQUALIFICATION**

- ❖ A 20-point penalty will be incurred for either driver or co- driver not having, seat belt or helmet on correctly in a moving vehicle.

10D. Teams will DNF if they receive outside assistance.

10E. Teams that DNS an SS will incur a 10-point penalty.

10F. Failure to attempt an SS without an accepted reason incurs a 100-point penalty.

10G. Lost or insecure recovery equipment at the finish of an SS will incur a 10-point penalty.

10H. Techniques that are deemed to be unsafe shall incur a 10- point penalty, these include: -

- ❖ Jumping over or going under a winch rope/cable while anchored or moving dampener while winching or driving.
- ❖ Continuing to stand in front of vehicle whilst winching, after official warning.
- ❖ Handling rope/cable with no gloves.
- ❖ Failing to use another dampener when direction of rope is changed.
- ❖ Carrying winch rope while still attached to anchor point and vehicle in motion.
- ❖ Continuing any unsafe practice after official warning.
- ❖ Unsecured or partially secured window net in a moving vehicle.

10I. Excessive wheel spin, (including while vehicle being winched) after being warned by official.

- ❖ 2nd warning: 10-point penalty.
- ❖ 3rd warning: 20-point penalty.
- ❖ 4th warning: 30-point penalty and DNF.

10J. No driver or co-driver shall engage in; abusive/obscene language or improper behavior toward themselves, other Competitors, Spectators or Officials. *After an official warning a minimum penalty of 40 points up to Event Disqualification will apply.*

10K. Failure to follow SS/Course Directions whether verbal or written will incur a 20-point penalty.

10L. If a SS official adds to the Comment Section of the score book about a possible rule infringement, it will be treated as a penalty.

11. General Event Regulations

11A. Controlled Area/Gate: - The vehicle must come to a complete stop in a Controlled Area before the gate can be opened. Gate must be closed unless stated at briefing, 10-point penalty for failure to close gate. 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 10-point penalty will apply. A DNF will be awarded if vehicle does not stop.

11B. Vehicle will have only one attempt to drive out of the Controlled Area. If forward momentum is not achieved, you then must winch.

11C. When 2 wheels roll out of the Controlled Area, you then must winch.

11D. When 2 wheels enter a Controlled Area, you are deemed to have entered the area and must winch through gate.

11E. When punches are used in an SS, the card must be punched prior to entering finish garage or crossing finish line. Missed punches, not recorded on the card, cards or punches removed from their attachment point will incur a DNF for that SS.

11F. When vehicle has lost forward momentum on entering an obstacle or slope, winching must commence without further attempts at driving. A 20-point penalty will apply if a second attempt is made.

Work Tough, Play Tough

12. Parts-Groups

12A. Breakdowns and repairs must be completed in the designated area as advised by the Competition Manager.

12A1. Controlled Parts

- ❖ 1 winch motor
- ❖ 2 solenoids or 1 contactor pack
- ❖ 1 winch rope
- ❖ 2 CV's
- ❖ 1 left & 1 right front axle
- ❖ 1 left & 1 right rear axle

There will be a 10-point penalty for each extra controlled part that is required for repairs.

Fellow competitors are encouraged to assist with repairs.

In the interest of making this event fair for everyone, it is in the Competitors best interest to report to the Competition Manager any Team that tries to circumvent this rule. Any Team that attempts to do so will incur a 100-point penalty.

12B. When all Competitors in your group have completed the SS, the group will then be allowed to leave the SS area to:

- ❖ Return to Base
- ❖ Move to next SS

12C. When a Competitor HOLD area has been designated, you must stop and wait with the vehicle until directed to move to the next SS.

12D. Groups will stay together unless directed by the Competition Manager. A 20-point penalty may apply to any infringements of rules 12B or 12C.

13. Scoring

13A. Teams that DNF and pass the SS marker will receive 20 points. Teams that fail to reach SS marker will receive zero points.

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

1st 100	2nd 97	3rd 94	4th 91	5th 88
6th 86	7th 84	8th 82	9th 80	10th 78
11th 76	12th 74	13th 72	14th 70	15th 68
16th 67	17th 66	18th 65	19th 64	20th 63
21st 62	22nd 61	23rd 60	24th 59	25th 58

13B. Timing will be scored to the half second.

13C. If 2 or more Teams finish an SS with the same elapsed time, they shall be awarded equal points and placing in the SS. The Team with the next fastest time shall be placed per their finishing positioning in that SS. The placing left vacant due to the tie will not be allocated.

13D. In case of a tied score in Major Awards, 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 SS's will be used, the fastest time will win.

13E. Team and Special Awards will only be given to those in attendance at presentation.

14. Protest

14A. Protests by a competitor must be on an *Xtreme 4X4 Sport* Protest Form and handed to the Competition Manager within 2 hours of receiving the scores for the SS.

Vehicle related protests by another competitor must be in before start of 2nd day of competition.

All protests must be submitted with \$100.00, which shall be forfeited if the protest is dismissed. Forfeited monies will be donated to Angel Flight Australia.

14B. Members of the Event Committee shall be required to judge on any formal protest and must have a 2/3rd majority for the protest to be upheld.

14C. A selected *representative from the event Teams will be allowed to sit in on the protest proceedings if desired.

**(Previously elected driver or co-driver)*

15. Prohibited Behaviour

15A. No Team shall seek favour from, influence, manipulate, obstructs or interferes with the duties of any member of the Competition Committee. Any Competitor found doing so will be immediately disqualified.

15B. No Team will interfere or tamper with any other Team's vehicle. Any Competitor found doing so will be immediately disqualified.

16. Sportsmanship

- ❖ The goal of XTREME 4X4 SPORT is to promote a respectable sport and promote sponsoring companies in a professional light.
- ❖ During all XTREME 4X4 SPORT events proper sportsmanship is required.

If a Competitor or team member (including support crew) promotes unsportsmanlike conduct, is rude or abusive to officials, landowners, fellow competitors, local authorities, sponsors, destroys property, displays drunken or disrespectful behaviour they may be disqualified from the current or future events.

17. Media Crisis Management: Preface:

The media has a right to report news. It is important that everything 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 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.
- ❖ Affects the safety of any person engaged in event activities.
- ❖ Exposes any deficiency in safety or environment protection procedures.

: General Procedures:

It is the Competition Managers aim to ensure a safe and incident free event. However, with any type of motor sport there is an element of danger and unplanned incidents are not unusual. Any incident that 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 Competition Manager. After he has been briefed on all aspects of the crisis the Competition Manager will issue a statement on the incident and focus attention on the positive steps being taken to resolve the incident.

18. Rights of Organiser

18A. Refuse any entry, without giving any reason whatsoever.

18B. Abandon, cancel, postpone or shorten the event without due notice in the event of any unforeseen circumstances. No claims whatsoever of any kind shall be entertained due to shortening of the event.

18C. Exclude any person or vehicle, which fails to meet the conditions in the COMEUP XWC Rules & Regulations.

18D. Cancel any SS at any time including when some competitors have already completed the section for any reason whatsoever.

18E. Disqualify any Team who fails to abide by any rules set out in this event guide and any supplementary amendments or any instructions from the event officials. If this occurs there will be no refund of entry fee.

18F. Obtain any “in vehicle” video footage as required. Video footage cannot be on sold without prior approval from *Xtreme 4X4Sport*.

19. Indemnity

19A. *XTREME 4X4 SPORT*, 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 COMEUP XWC.

19B. *XTREME 4X4 SPORT*, Officials, Event Sponsors, and Land Owners will not be held liable for any breach of any laws or regulations. The participants will be entirely responsible for any accidents or breach of laws in which liability may arise and shall indemnify *XTREME 4X4 SPORT*, Officials, Event Sponsors, and Land Owners by signing the indemnity form.

19C. The participants must agree to and sign an indemnity form before the start of the event. Failure to do so renders the participant ineligible to start with no refund of entry fee.

