

Manual Amendment

These amendments have been authorised to the text of MotorSport Manual Edition 35. It is recommended that in addition to retaining a copy of this amendment that all parties modify the actual text in their Manual according to the following:

Appendix Five, Schedule CK – Sporting Trials Competition

Amendments to Schedule CK in Manual 35:

1. Amend entire Schedule as stated in the schedule attached.
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1. **Item One:**

Schedule CK attached

Reason:

Revision of Schedule

This amendment is issued for MotorSport New Zealand Inc by the Administration.



B. Budd
General Manager

Appendix Five - Schedule CK Sporting Trials Competition

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Note: All text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.

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Part One

Foreword

Sporting Trials originated in England in the early part of the 20th century. In the mid-1990's they finally found their way to New Zealand mainly through the efforts of enthusiasts from the Taranaki Car Club.

From their early success in Taranaki a member club with the specific purpose of encouraging the development and spread of such events was formed and as a consequence of their actions the number of competitors and special vehicles are on the increase.

Sporting trials are designed with absolute emphasis on car control in negotiating a marked course usually set on steep terrain.

This is yet another version of motorsport where the novice driver can participate and compete in a controlled and safe environment with the emphasis on car control not speed.

For detailed information on building a sporting trials vehicle or on any aspect of this technical form of motorsport we recommend contact with Sporting Trials New Zealand Inc. whose aim as a member club is to run and promote Sporting Trials events throughout New Zealand.

VALIDITY

The various regulations contained in this Schedule become effective as from the 16th April 2015
This publication supersedes all previous editions.

ACKNOWLEDGMENTS

In the production of this Schedule MotorSport NZ gratefully acknowledges the assistance of:

- The ClubSport Advisory Commission.
- Mr Sidney Hirst of Sidco Manufacturing.
- Mr Derek Keesing of Sporting Trials New Zealand Inc.

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Brian Budd
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Part Two

Introduction to Sporting Trials

1. **Definition of a Sporting Trial:** A ClubSport Basic status event in which competitors negotiate a precise off-road obstacle course on hilly and undulating terrain defined by marker pegs, designed to test driver skill. Speed is not a factor in deciding results.

The Sporting Trial takes the basic idea of a climb from A to B to a much more imaginative challenge on totally unmade surfaces. Gradient, camber, surface and natural features are all blended to create a typical Sporting Trial event. The objective is to get as far through each section as possible without stopping, through loss of traction, stalling, or touching a marker peg.

A typical Sporting Trial will consist of several Sections run three or more times, making an event of up to thirty sections. A section will be marked with numbered pegs on the right beginning with 12 and ending with 1. Sections should get progressively more difficult (steeper and sometimes tighter) as the numbers decrease.

2. **Objects:** The main objective of a sporting trial is the ability of the crew (Driver and Bouncer) to drive a vehicle through marked sections without stopping, hitting marker pegs or travelling outside the section boundaries. A penalty is given for stopping, hitting a marker peg or straying outside the section boundaries. The penalty mark given is taken from the numbered marker peg immediately in front of the vehicle except where the numbered markers are contacted by the car or any occupant. In this case the penalty is the number on the marker. At this point the competitor retires from that section and proceeds to the next section. The greater distance travelled in each section the lesser the penalty points. At the end of all Rounds of the competition the crew with the least points is declared the winner.

3. **Jurisdiction:** This Schedule CK forms the regulations for all Sporting Trials in particular Part Four of this Schedule being the Standing Regulations for all Sporting Trials.

Supplementary regulations will be those regulations issued by the individual organisers, which will contain details on:

- Event date, time and place
- Entry fee and closing date.
- Other relevant information.

4. Abbreviations and Definitions

- 4.1 **Abbreviations:** The following abbreviations, in either upper or lower case, are used in this Schedule, and may be used in Supplementary Regulations:

“ASN” means a National Sporting Organisation for motorsport recognised by the FIA, and

“FIA” means the Federation Internationale de L’Automobile, and

“MotorSport NZ” means MotorSport New Zealand Inc, and

“NSC” means MotorSport NZ’s National Sporting Code.

4.2 Definitions:

“Bouncer” means the member of the crew not driving at the time of competition, and

“Crew” means the driver and bouncer, being the two persons who are in control of the vehicle in competition on the Event, and

“Driver” means the member of the crew who is entered for, and drives in an Event, and

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“Round” means the first, second, third or more competition run through the Event consecutive sections.

“Run” means a competitive attempt to negotiate a section in an Event round.

“Section” means the competitive off-road marked course that the crew must negotiate.

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Organisers Requirements

5. **Organisation:** The rules in this part refer specifically to requirements on organisers. These are mandatory on organisers, but organisers shall remember that competitors are not required to have knowledge of these rules in order to compete.

(1) **Permit and Supplementary Regulations:** A ClubSport Basic Organising Permit is required. Supplementary Regulations shall be published for all events.

Note: A Supplementary Regulations template for ClubSport events may be found on the MotorSport NZ website – www.motorsport.org.nz.

(2) **Officials Required:**

(a) Clerk of the Course (minimum a Clerk of Course (Bronze) licence)

(b) Secretary of the Meeting

(c) Accident Investigator (can be assumed by the Clerk of the Course)

(d) Scrutineer(s) (preferably licenced)

(e) Section Observers

(f) First Aid Official(s)

(g) A Steward or alternatively, a Safety Officer (if appointed by the Permit Issuing Authority)

Notes:

1. Upon the successful completion of their appropriate duties, the Secretary, First Aid Official, Scrutineer and Section Observers may take part in the competition.

2. The Clerk of the Course can compete provided an alternative, suitably qualified person acceptable to the organisers is present to control the event during the competition of the Clerk of the Course. A clear method of responsibility hand over is required.

3. Under no circumstances can the Steward or Safety Officer compete in the event.

(3) **Fire Extinguisher requirement:** Fire extinguishers with capacity of at least 0.9kg shall be available at the start of each section whilst a vehicle is competing in the section. If two(2) sections starts are located side by side then one(1) extinguisher between the two(2) is permitted.

These extinguishers shall be either dry powder or foam.

(4) **Safety Plan:** A Safety Plan is required.

Note: An example is shown at the end of the Handbook.

(5) **First Aid:** The attendance of a qualified first aid official with a complete first aid kit is compulsory. Included with the first aid kit will be some form of mobile shelter capable of protecting a patient from the elements. The organiser shall be aware of the nearest hospital and the best route to it in case of incident.

(6) **Emergency Services:** Organisers shall include in the Safety Plan details of appropriate methods of communication with all the relevant emergency services such as Fire Brigade, Ambulance and Police.

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6. **Venue:** A suitable venue shall be available, eg. private farmland, quarries etc. Suitability of venue can be adjudged as follows:
- (a) The beginning and end of each Section shall be marked by signs with sign Number One(1) being the end of the Section. The start of Sections shall be reasonably flat and wide so that all competitors can at least enter the Section.
 - (b) Every practicable precaution shall be taken to avoid depositing mud or soil on the public highway.
7. **Sections:**
- (1) The layout of Sections shall take into account possible failure points and safe exit routes. A designated free area should be left between a section and spectator areas sufficient to allow a driver to recover control of a vehicle sliding or running out of a section.

The start of the section shall not be placed immediately down hill of any Failure point or Safe exit route. Vehicles moving to and from a section shall not block a section's safe exit route.

As a guide, no person may stand immediately behind, ie (down hill of), any car moving in that section. The organisers should ensure when establishing the layout of Sections that they can be marshalled with the minimum number of officials.
 - (2) Sections if possible should be of sufficient width to allow a choice of route. They should be of a winding nature so as to place a premium on driving skill. The minimum driveable outside radius of corners shall be no less than three(3) metres. Marker pegs should be placed in front of trees to avoid damaging the tree.
 - (3) If possible, alternative routes should be planned in case of changing weather conditions.
8. **Section Marking:**
- (1) It is recommended that Sections be laid out using a minimum of 13 pairs of marker pegs of a minimum height of one(1) metre and with colour coding to clearly identify each side of the route. Red or orange pegs on the left. White or grey pegs on the right, supporting a clearly visible grading number (sub-section number) on a white background, which shall have a minimum figure height of 50mm. Metal rod markers should not be used. (Plastic or PVC electrical conduit makes excellent marker pegs).

Extra-unnumbered pegs should be placed to avoid the likelihood of Competitors putting all four wheels out between the numbered pegs.

All pegs are to be placed where they are unlikely to be moved by bushes or branches.
 - (2) Sub section numbered pegs are to be placed on the right hand side with the corresponding guide markers on the left-hand side. Sub-section markers are to be closely grouped in areas of expected failure. Where pegs are to be closely grouped a smaller numbered peg can be placed beside the corresponding orange or red peg, or other means may be used, to assist observers with marking.
9. **Safety of Sections:** The Clerk of the Course shall check the sections for safety; this can be achieved by:
- (a) Driving the section, or
 - (b) Visual inspection, or alternatively by
 - (c) Leading a selected group of drivers through each section if the Clerk of the Course is an inexperienced Trials driver.

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Part Four

Standing Regulations for All Sporting Trials

10. **Announcement:** All Sporting Trials are held under the MotorSport NZ National Sporting Code and its Appendices and Schedules with Appendix 5, Schedule CK Part Four being the Standing Regulations.

These are to be read in conjunction with the Event Supplementary Regulations

11. **Competitor and Crew Requirements:**

- (1) The crew for any vehicle competing in a sporting trial will be a driver and a bouncer.
- (2) All drivers shall hold a current membership of either a Member club or Associate Member club of MotorSport NZ, except for new entrants to motorsport, who may compete in two(2) Sporting Trials before being required to join a club.

Note: *Membership of either a member club or associate member club is not compulsory but highly recommended for the bouncer.*

- (3) **Junior Crew:** A junior competitor aged between their 12th and 16th birthday, who does not hold a MotorSport NZ issued M Grade licence or higher, will be eligible to compete under the following conditions:

(a) **Driver:** at the discretion of the Clerk of the Course, provided that the event is held on a private venue and that the competition vehicle being driven has a corrected capacity of less than 2500cc.

(b) **Bouncer:** at the discretion of the Clerk of the Course.

- (4) The crew shall wear as a minimum safety apparel as follows:

(a) **Protective Helmets** of either open or closed face design in compliance with an Appendix Two, Schedule A standard.

(b) **Protective clothing** being:

(i) **Overalls** being a one-piece garment worn as an outermost layer, designed with close fitting front, cuffs and ankles which entirely cover the wearer except for the head, hands and feet, and

(ii) **Socks** being at least to mid-calf, and

(iii) **Footwear** that cover the whole foot and ankle.

Notes:

1. *Safety goggles are optional.*

2. *Wet weather gear may be worn over overalls.*

- (5) Several drivers are permitted for each vehicle unless otherwise stated in the Event Supplementary Regulations.

- (6) During all sections the bouncer shall occupy the seat alongside the driver in accordance with the following requirements:

(a) While competing in a section the bouncer shall be facing forward, and

(b) "Bouncing" will only be permitted so long as part of the driver's or bouncer's buttocks remain within a plan view (when on level ground) of the seat back and side of the driver/bouncer compartment, and

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- (c) Passengers in addition to the crew, cannot be carried in or on a Trials car unless they occupy a seat designed for the purpose and wear the safety apparel detailed in (4) of this Article.

12. **Vehicles:** All Sporting Trials cars shall conform with Part Five of Schedule CK.

13. **Competition Rules – Briefing:** Prior to starting, the Clerk of the Course should brief all Drivers, Bouncers, Section Observers and Officials covering the starting, finishing, emergency procedures, and any relevant event penalties and the determination of results.

14. **Safety Audits:**

- (1) Competitors shall report with their vehicle for safety / eligibility and checking of logbooks, and club membership at the time and place specified in the Supplementary Regulations.
- (2) Competitors reporting late may have penalties imposed, as provided for in the National Sporting Code

15. **Competition Numbers (if specified in the Event Supplementary Regulations):**

- (1) Numbers will be allocated by the Organiser.
- (2) Numbers shall be displayed on each car throughout the event.
- (3) Competitors will start in the designated order, unless the Event Supplementary Regulations specify otherwise and will remain in the correct running order unless authorised by an official.

16. **Sections:**

- (1) Details of sections will be issued at the Driver Briefing.
- (2) The onus of following the correct route will rest with the driver.
- (3) There will be no time schedule to be maintained during the event unless the Event Supplementary Regulations specify otherwise.
- (4) Competitors will proceed from point to point with as little delay as possible. Any competitor suspected of loitering may be directed to proceed by an official.
- (5) No unauthorised assistance is allowed whilst competing in a section and cars shall complete the course under their own power.
- (6) No case of force majeure will be taken into consideration, however final decisions effecting scores is at the discretion of the Clerk of the Course
- (7) Competitors will attempt to negotiate sections non-stop.
- (8) Failure of a car to maintain unassisted forward motion in the direction of the course, or move backwards will be regarded as failure to comply with the requirements to proceed non-stop and shall be marked accordingly. The point of failure will be that of the contact between the ground and the front wheel that is further from the start of the section. In forward motion the steerable wheels shall be the farther from the start line.
- (9) Before attempting a section, a car will be brought to rest with a leading front wheel hub as close as possible vertically over the start line, as indicated by Officials and the driver will not proceed until instructed to do so. It is permissible to start the car when only one hub is on the line and the car is askew providing that the other has not crossed the line.
- (10) A car will be deemed to have entered a section when the point of contact between either front wheel and the ground has passed the marker(s) indicating the beginning of the Section.

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- (11) A car will be deemed to have cleaned (or cleared) an observed section when either:
- (a) The point of contact between one of the front wheels and the ground has passed the marker(s) indicating the end of that section; and,
 - (b) Provided that no prior penalty has been incurred.
- (12) Failure to proceed whether involuntarily or otherwise from the starting position into a Section when instructed to do so will be regarded as a failure in that Section.

17. Sub Sections:

- (1) Sections will be divided into Sub-Sections. With the numbered pegs indicating the beginning and end of such Sub-Sections.
- (2) A car will be deemed to have entered and cleared a Sub-Section in accordance with Article 16 (10) and (11) above.
- (3) Failure in a lower or earlier Sub-Section will constitute failure in all succeeding Sub-Sections. The start line will indicate the greatest penalty and the finish line (the number one pegs or gate) the zero penalty.
- (4) A competitor will be deemed to have failed to negotiate a Section non-stop should:
- (a) Forward motion cease, or
 - (b) Any part of the vehicle, driver or bouncer comes in contact with a marker peg, or;
 - All four wheels of the competitor's car are outside the boundary of the course at the same time, the course being represented by a straight line drawn from course marker to course marker along the direction of the course unless otherwise stated by the official.
 - The point of failure will be deemed to be that at which a marker is struck or in the case of more than one marker, the first marker or the point at which the boundary of the course is first crossed by all wheels of the competing car.
- (5) Should the point of failure as defined by Article 17(4)(b) coincide with the division between two Sections or Sub-Sections the marks lost will be those appropriate to failure in whichever of the two(2) Section or Sub-Sections provides the greatest penalty.

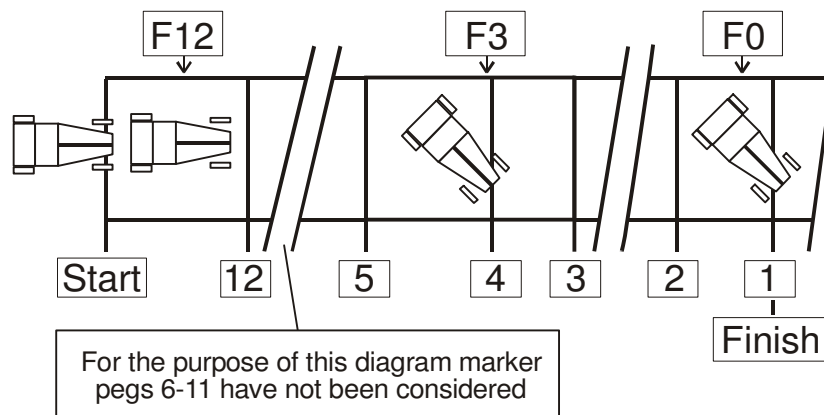


Diagram illustrating the application of Article 16 (7) and (8). The figures preceded by F indicate the correct penalties for a car stopping in the position shown.

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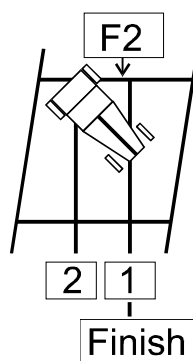


Diagram illustrating Article 17(4)(c), a vehicle which has failed to complete the section by going outside the marked sub-section (ie. ran over the number 2 marker). In this instance the competitor incurs two(2) penalty points.

18. Change of Tyre Pressures: Competitors will be advised at documentation, or at the driver's briefing, of minimum tyre pressures. However the organisers may require all competitors to increase or decrease the minimum permitted tyre pressure prior to the commencement of any round. Competitors shall be advised of this by the Clerk of the Course, a section Observer or on a notice board and sufficient time for competitors to comply shall be allowed. The Clerk of the Course may perform random checks on tyre pressures.

19. Results:

- (1) Section Observers will be appointed to adjudicate on:
 - (a) Conforming to the correct route of the course.
 - (b) Touching markers.
 - (c) Failure to proceed non-stop when required.
 - (d) Conforming to Article 11(6).
 - (e) Time of arrival/departure at section.
 - (f) Unauthorised assistance or servicing.
- (2) Performances on any Section may be ignored at the Clerk of the Course discretion even though there may have been successful attempts to negotiate the section or test. If this discretion is exercised no performance on the Section in question shall be taken into account when compiling the results.

This would be the case should a section be abandoned for safety reasons or has become totally undrivable.
- (3) Competitors will start with zero(0) marks. The competitor incurring the least penalty will be the winner and so on.
- (4) To be classed as a finisher a competitor shall have attempted at least three-quarters of the total number of Sections, and arrive at the finish within 20 minutes of the time of arrival of the preceding car or three-quarters of the field of competitors entered, whichever is first.
- (5) Competitors will be scored on cards held by observers of each section. Each competitor may be provided with a results card that they will carry and produce on demand for officials to mark at the end of each Section.
- (6) Ties will be resolved by comparing the number of penalties lost by each competitor on each section and in favour of the competitor who has the greatest number of low penalties. Should this method not resolve the tie, the Clerk of the Course will resort to the "furthest, cleanest" principle starting from Section One.

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20. **Penalties:** Penalties marks will be incurred per offence as follows, unless the marks lost stated below are modified by the Event Supplementary Regulations.

Note: *All penalties shall be added to the Driver's score.*

(a)	Not attempting, or being ready to attempt a Section or Sub-Section when instructed to do so.	12 penalty marks.
(b)	Not complying with a reasonable instruction by an Official for which a penalty is not otherwise stipulated, and provided warning of penalty is given.	12 penalty marks.
(c)	Driver bouncer and /or passengers not seated in accordance with Article 11(6).	12 penalty marks.
(d)	Running with tyre pressures lower than that permitted by Technical Regulations or by an instruction conveyed by the Clerk of the Course (refer Part Four, Article 18).	50 penalty marks.
(e)	Varying ballast during an event (per offence).	50 penalty marks.
(f)	Unauthorised assistance (per offence).	up to 50 penalty marks.

Part Five

Vehicle Eligibility

21. Eligibility of Vehicles:

- (1) A Sporting Trials vehicle is a purpose built two(2) seater, open cockpit style vehicle built specifically for Sporting Trials and shall respect the provisions of Appendix Two, Schedule A, except where specifically detailed otherwise within this Part Five.
- (2) All other vehicles shall comply with the provisions of Appendix Two Schedule A. An organiser may establish separate classes for either four-wheel drive or front / rear wheel drive vehicles and where necessary modify the sections with different routes to allow different classes to compete, classes will be scored separately for results purposes.
- (3) Notwithstanding the provisions of Article 21(2) vehicles that comply with another ASN's Regulations may be permitted to compete upon approval of MotorSport NZ.

22. Sporting Trial Vehicles Permitted Modifications: The following permitted modifications are only applicable to vehicles manufactured or modified specifically for the purpose of competition in Sporting Trial events.

- (1) A **Safety rollbar** shall be fitted and shall respect, as a minimum, the following:
 - (a) Be securely attached to the vehicle structure.
 - (b) Have a minimum height of 900mm above the uncompressed seat cushion (refer to diagram).
 - (c) The minimum material specifications are;
 - (i) **For vehicles constructed before 31 August 2012:** 35mm x 1.6mm steel tubing with a minimum yield strength of 190MPa, or
 - (ii) **For vehicles constructed from 1 September 2012:** 42.3mm x 1.6mm steel tubing with a minimum yield strength of 374MPa.
 - (d) Have top bends with minimal tube deformation and a radius, measured to the tube's centre-line, of at least 3x tube diameter.
 - (e) The top of the roll bar shall be no wider than 420 mm across the horizontal between the bends, and
 - (i) Have a minimum of two(2) forward braces, one(1) on each side of the roll bar with the upper attachment being on the vertical part of the rollbar.
 - (ii) Have padding on any bars that are above the level of the uncompressed seat cushion.

Note: *Safety rollbar homologation by MotorSport NZ is not mandatory.*

- (2) **Lap Belts** are optional, however if fitted any anchorage point created on the bodyshell shall as a minimum have:
 - A steel reinforcement plate with an area of at least 50mm x 50mm x 3mm with radiused corners,
 - Chamfered edges, that follows the panel surface with the attachments hole centrally located.

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- (3) **Fire extinguishers** are optional, but where fitted shall be installed in accordance with the following:
- (a) For hand-held extinguishers, a metal retaining system incorporating a quick release metal strap/s shall be fitted and secured to the structure of the vehicle by a minimum of two(2) self-locking ISO 8.8 M6 bolts with panel washers. All hand-held extinguishers shall be positioned within easy reach of the occupant/s while in their normally seated position.
 - (b) Extinguishers shall be mounted so the gauge is visible at all times.
- (4) **Chassis** construction is free. Material shall be steel RHS or steel tubing of a size calculated to accept the loadings envisaged.
- Chassis mounting points should contain spacers to prevent tube wall collapse where bolts pass through the tube.
- Incorporation of monocoque or semi-monocoque construction is prohibited.
- The chassis shall be of adequate strength and constructed with sound engineering practices in a workmanlike manner.
- (5) **Body:** The body shall be of adequate strength and workmanlike construction providing a compartment for driver and passenger.
- (6) **Seats:** All cars shall be provided with fitted seats for the crew (driver and one bouncer) and be securely attached to the vehicle and adequately support the occupant(s) in competition. The height of the seat back shall not be less than 300mm measured from the uncompressed seat cushions along the angle of the seat back. The rear of the seat back (without cushion), measured 300mm above the uncompressed seat cushion, may not be behind a line through the vertical axis of the rear hubs.
- (7) **Hand holds / Handles:** All hand holds / handles shall be of rigid construction, securely anchored, and be neither flexible nor adjustable. At least one(1) handle shall be fitted, a minimum of 630mm forward of the centre-line of the rear axle.
- (8) **Mudguards:**
- (a) Rear mudguards shall be fitted, of adequate strength to protect driver and bouncer from wheels and tyres. They shall cover the full length of the tyre in plan view and extend outwards to within 50mm of the outside tyre wall.
 - (b) Front mudguards shall be fitted, covering the full tyre width, and a minimum 90 degrees of circumference.
- (9) **Engine:** Any four stroke, reciprocating piston engine may be fitted. Maximum capacity allowed is 2000cc, or 1600cc with forced induction.
- (a) Any engine modifications are permitted.
 - (b) An engine cover shall be fitted and securely fastened.
 - (c) For cars fitted with water-cooled engines, the radiator / radiators shall be fitted forward of the engine. No additional water-cooling radiators or reservoirs may be mounted behind the front of the engine, excepting a recovery bottle (expansion tank) which may be mounted behind the front of the engine.
- (10) **Suspension:** Any form of suspension is allowed. Suspension components may be re-worked, modified or hand fabricated in any material, however their construction should be suitable for the use and have a good workmanship appearance. All bolted fittings shall be secured by current accepted automotive practices. This means, but is not limited to, spring washers, locknuts, nylocks, and castellated nuts.

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(11) Steering:

- (a) Any form of mechanical drive from steering wheel to front wheels is allowed but a moving axle (trolley) type steering system is NOT permitted. Steering components may be re-worked, modified or hand fabricated, however their construction should be suitable for the use and have a good workmanship appearance. All bolted fittings shall be secured by current accepted automotive practices. This means, but is not limited to, spring washers, locknuts, nylocks, and castellated nuts.
- (b) Four wheel steering of any form is prohibited.

(12) Brakes:

- (a) Front and rear brakes shall be fitted, be operative and effective.
- (b) Independent rear braking is permitted.
- (c) All brake lines shall be secured and protected from possible damage.
- (d) Any automatic compensating control of rear brakes is prohibited.
- (e) Twin leading shoe type brakes are not permitted on the rear.
- (f) A handbrake is optional.

(13) Wheels and Tyres:

- (a) Front and rear rim design is open. Rims may be re-worked, modified or hand fabricated, however rim construction should be suitable for the use and have a good workmanship appearance.
- (b) Maximum permitted rim width is six(6) inches measured between bead flanges. 4.5–5 inches is recommended.
- (c) Tyre security devices are permitted and recommended on the rear rims.
- (d) Front rim diameter is free.
- (e) One(1) spare rear wheel shall be securely mounted to the car. This wheel and tyre assembly shall be in compliance with clauses (a), (b) and (f) of this article.
- (f) Rear tyres cannot be hand grooved, re-grooved, cut or altered in any way. Tyres sizes and manufacture of front wheels are free however rear tyres shall be 165 x 15 size only and come from the following approved tyre list:
 - Michelin XZX
 - Hankook 884 (no longer readily available)
 - Hankook K702
 - Kumho 758
 - Hankook K715

Note: Amendments to the list will be by way of Manual Amendments issued as and when required by MotorSport NZ.

- (g) Chains, or other non-skid attachments on wheels are prohibited.

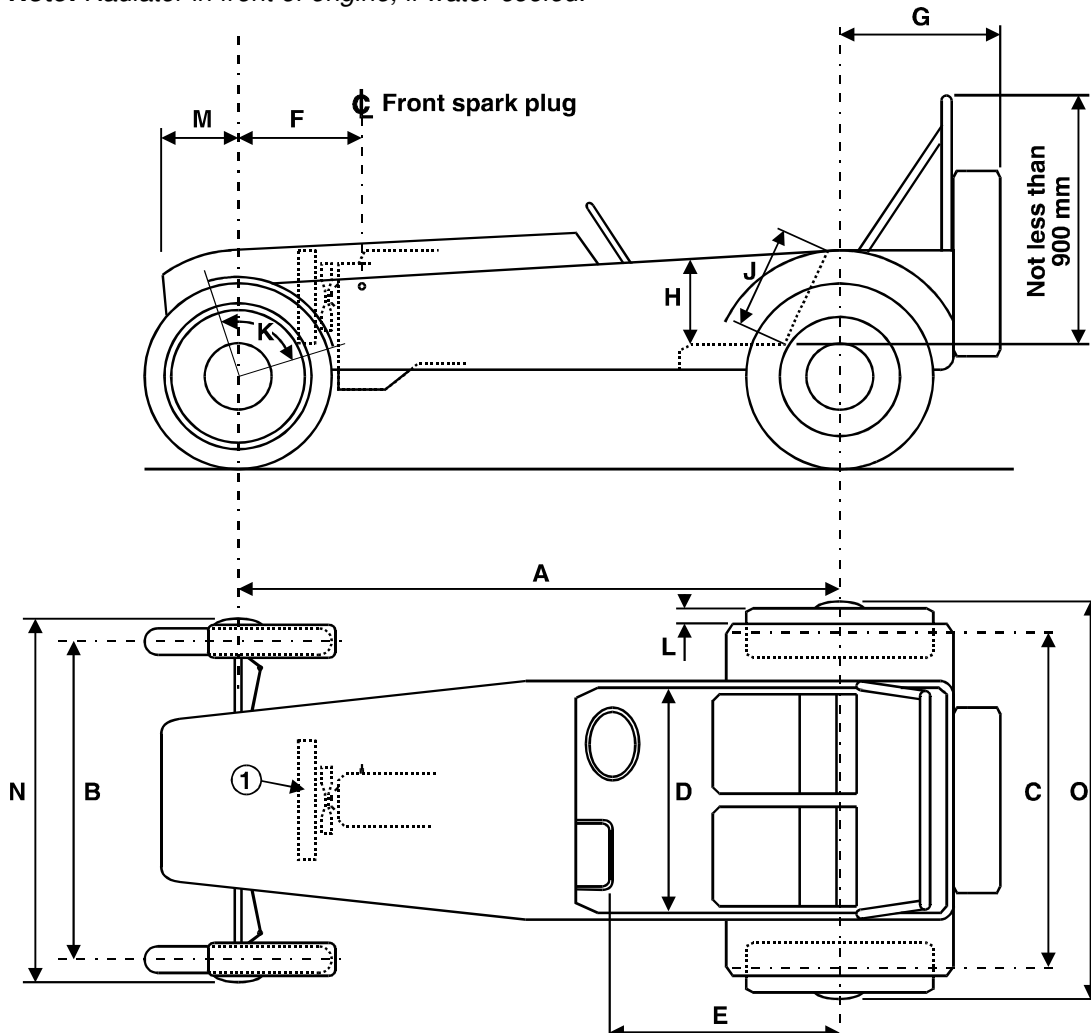
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- (14) **Transmission:** The rear wheels only may be driven. Front wheel drive or four-wheel drive is prohibited.
- (a) The car shall be equipped with a differential of a type that divides torque equally between the rear wheels. Locked, lockable, torque biasing or limited slip differentials are prohibited, as is any device designed to achieve the same result.
 - (b) Clutch or torque converter, if non-standard, shall be mounted to the engine flywheel, which shall be connected directly to the engine crankshaft.
- (15) **Fuel system:**
- (a) The fuel tank shall be mounted behind the driver / bouncer compartment securely mounted by bolted straps or lugs.
 - (b) Any fuel spilling from refuelling or through the cap breather or seal shall be able to drain to ground.
 - (c) All fuel lines and connections shall be of a fuel-approved type, clamped where appropriate and protected from possible damage.
- (16) **Electrical system:**
- (a) The battery shall be adequately secured and mounted behind the driver / bouncer compartment
 - (b) A clearly identified circuit breaker or switch accessible from the rear of the vehicle shall be fitted.
- Notes:**
- 1. *This circuit breaker switch shall break all circuits that keep an engine running, i.e. Ignition, fuel pump, alternator.*
 - 2. *The use of relays to break the circuits is considered acceptable.*
- (c) All battery and circuit breaker connections shall be protected and insulated.
 - (d) The starter motor if not in original location shall be bolted to either the engine block or bell housing.
- (17) **Vehicle Weight:** The Sporting Trial car shall not weigh more than 600kg in normal operating condition with spare wheel fitted, but without occupants.
- (18) **Vehicle Dimensions:** All measurements are to be made with car in normal operating condition, with no occupants, on a level horizontal surface.

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A	Minimum wheelbase	1980mm
B	Minimum front track	1120mm
C	Minimum rear track	1250mm
D	Minimum cockpit width	810mm
E	Minimum to bouncer handle	630mm
F	Maximum front axle to no 1 plug	1/5th wheelbase, if water-cooled or 1/8th of wheelbase if air-cooled.
G	Maximum rear overhang	1/3rd of wheelbase.
H	Minimum height side to seat	150mm
J	Minimum seat back height	300mm
K	Minimum front mudguard arc.	90 degrees
L	Maximum rear mudguard to tyre	50mm
M	Maximum front overhang	1/5th of wheelbase.
N	Minimum width at front hub level	1220mm
O	Minimum width at rear hub level	1400mm

Note: Radiator in front of engine, if water-cooled.



(19) Miscellaneous:

- (a) The fitting of Towing Hooks is optional.
- (b) The fitting of lights, horns and other accessories is optional. All accessories / tools carried in and on the vehicle shall be firmly strapped to prevent movement.

Sporting Trials Only SAFETY PLAN AND CLEARANCE CERTIFICATE

Held under the National Sporting Code of Motorsport New Zealand Inc. and the Sporting Trials Competition Booklet

SECTION A Event Organisers to Complete			
ORGANISING SECTION		VENUE	
DATE	PERMIT NO.	OWNERS NAME	
OFFICIALS OF EVENT		NAME	CONTACT PHONE
Primary Clerk of Course			
Secondary Clerk of Course			
First Aid Officer			
EMERGENCY PHONE NUMBERS		Fire	
		Police	
		Ambulance	
MARSHAL REQUIREMENTS		No. REQUIRED	CONTACT NAME
Observers			
Spectator Control			
Vehicle Recovery			
BRIEFING COMPLETED		PRIOR TO EVENT	DAY OF EVENT
DRIVER			BRIEFING BY name
OBSERVER			
EVENT LAYOUT PLAN			
The following items are needed and have been checked and ticked here			
<input type="checkbox"/> Direction Signs to Event		<input type="checkbox"/> Spectator, Entrant Documentation Area	
<input type="checkbox"/> Fenced off, Signed Spectator Areas		<input type="checkbox"/> First Aid Station	
<input type="checkbox"/> Designated Vehicle Parking		<input type="checkbox"/> Pits Area	
<input type="checkbox"/> Details of Warning Signs for Spectators		<input type="checkbox"/> Other	
SCRUTINEER AUDIT SUMMARY			
Scrutineer:		Signature:	
Tot. Vehicles Competing:	Tot. Vehicles Audited:	Tot. Vehicles Failures:	

SECTION B- Clerk of Course or Appointed Safety Officer to Complete BEFORE Trial can commence.	
<input type="checkbox"/> Sections Checked for Safety, Safe Exit routes and Vehicle runout zones.	
<input type="checkbox"/> Scrutineer Audit Work Sheet form sighted	
<input type="checkbox"/> Permit sighted	
<input type="checkbox"/> First Aid and Fire Equipment Satisfactory to Schedule CK and ClubSport Handbook	
Clearance issued for meeting to start at (time) on / / (date)	
By By: (print name)	
Signed Licence Number (CotC)	
Event Closed at(time) on / / (date)	

