



# 2024

## NATIONAL COMPETITION RULES & REGULATIONS

Version 2024.1

Updated 11/02/2024

Effective **2 December 2023**, these Rules supersede all previous National Competition Rules & Regulations and incorporate all new and altered Rules as decided by the Council at the **2023 AGM**. Executive directives are also included.

All amendments and rule changes for the 2024 season are in **RED**.

Grammar and spelling corrections are in **BLUE**.

Driver Bulletins issued during 2023 also apply.

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# ORANZ NATIONAL COMPETITION RULES & REGULATIONS

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## INTRODUCTION

This Rulebook has been compiled jointly by affiliated clubs. Becoming familiar with these Rules and Regulations is in your interest as they are designed to work for you in ensuring that offroad racing is conducted in an orderly and acceptable fashion in New Zealand. Though your club may have additional rules, different formats and different points systems to those contained within, the Rules and Regulations set out within this publication are the Rules which apply at all ORANZ events. Special rulings issued by ORANZ will be considered as official amendments to this list of Rules and Specifications. Amendments may be issued from time to time on official ORANZ releases [known as Bulletins](#).

## NATIONAL CHAMPIONSHIP TROPHY

This trophy was generously donated by Mr Barry Burgess of the Raceway Motel New Plymouth. At the time ORANZ was formed, Mr Burgess was the proprietor of the motel in Taupo, where the Steering Committee met to form the Association. This trophy is presented each season to the driver who was the largest accumulated points total of the season and must surely indicate the driver who has performed most consistently throughout the series.

## ORANZ OFFICERS 2024

<b>Patron:</b>	Phillip Cameron
<b>National President:</b>	Phillip Johnston
<b>Northern Vice President:</b>	Brendon Old
<b>Southern Vice President:</b>	<b>Trevor Cooper</b>
<b>Executive Members:</b>	Caitlin Houghton, Ian McDonald, <b>Martin van der Wal, Gregg Hogg, Andrew Paterson, Brian Rutgers</b>
<b>Secretary:</b>	Michelle Kennard
<b>Treasurer:</b>	<b>Sue Fromings</b>
<b>Registrar:</b>	<b>Sue Fromings</b>
<b>Points Coordinator:</b>	Louise Houghton
<b>Chief Steward:</b>	Des Taylor
<b>Chief Technical Officer:</b>	<b>Gary Baker</b>
<b>National Clerk of the Course:</b>	<b>Alan Saunders</b>

## ORANZ OFFICIALS

The following officials are appointed by the Association to ensure proper conduct at race meetings and to maintain proper records for the Association.

### **Registrar:**

The Registrar is responsible for maintaining a register of all ORANZ drivers. The Registrar issues Competition Licenses and registration numbers.

### **Points Coordinator:**

The Points Coordinator ensures that lap scoring is carried out to the required standard at National and Titled events and maintains records of the points gained by individual

competitors at each National Championship round. The Points Coordinator accumulates the points gained by individual competitors at National Championship rounds to determine the final standings in the National Championship series.

**Chief Steward:**

The Chief Steward is not responsible for organising National and/or Sanctioned events and cannot be the Clerk of the Course but is the senior ORANZ Official present at any Racecourse. The Chief Steward is responsible for ensuring that safety standards are maintained, and ORANZ Rules are adhered to.

The Chief Steward shall not overrule the Clerk of the Course or make decisions on racing matters unless it is the result of a protest or has been requested to do so by the Clerk of the Course. Decisions of the Chief Steward on the interpretation of Rules pertaining to race regulations, race procedures or scoring of points shall be considered final. The Chief Steward may adjudicate in protests in accordance with the ORANZ Constitution and Rules set out within this publication.

**Chief Technical Officer:**

The Chief Technical Officer provides advice to the Association on technical matters and decides technical matters of contention.

**Clerk of the Course:**

The Clerk of the Course is responsible for all matters pertaining to the day's racing, including spectator/competitor safety and enforcing ORANZ rules.

All official race personnel shall be directly responsible to the Clerk of the Course. The Clerk of the Course may delegate duties as they see fit.

## GENERAL RULES AND REGULATIONS

### 1. REMITS/RULE CHANGES

- (a) Changes to the Rules shall be made by application to the Executive by way of remits, notwithstanding; that new Rules or changes to the existing Rules, in the interests of **direct** safety, may be made at any time by the Executive on recommendation of the Chief Steward or Chief Technical Officer.
- (b) The Executive, in consultation with the Council, may at any time amend the wording of any existing Rule in order to better clarify the intention of that Rule.
- (c) Remits shall be submitted by ORANZ affiliated clubs, Chief Steward or Chief Technical Officer on an official ORANZ Remit Form. In the case of a proposed Rule change, or alteration, the existing Rule or clause shall be included on the form together with the proposed change or alteration.
- (d) Remits seconded by another ORANZ affiliated club shall be presented to the **Executive** for ratification before **30 June of the competition year**. The Executive may reject the remit or request clarification and amendments if required. The **Executive** shall present remits to the Council for discussion and clarification at the first or second Council meeting of the year. Minor or housekeeping remits pertaining to incorrect wording, spelling, grammar etc., that do not alter the **National Championship Rules** may be voted on and altered at the discretion of the **Council**. Final draft remits shall be delivered to the ORANZ **Secretary** no **later than 30 September**. The **Secretary** shall deliver received valid remits to **Member Clubs** no later than **30 October**. Remits shall be voted on at the Association AGM. Only delegates present shall be permitted to vote – no proxy votes.
- (e) A Rule change (other than **safety-related** changes or clarifications) ratified by the Executive shall come into force after at least **14 days notice** of the proposed alteration is given to every Member Club in writing. New Rules or changes that have a significant effect generally shall take effect from the commencement of the next racing year. New Rules or changes that have a significant impact on existing vehicles may, at the discretion of **the Executive**, have either a written exemption or a stand-down period determined by **the Executive**.

### 2. SANCTIONING AND EVENT TYPES

- (a) **Sanctioning:**
- (i) All race events and associated activities must be sanctioned for insurance purposes.
- (ii) To hold an ORANZ sanctioned event, the said club must be ORANZ affiliated.
- (iii) To apply/qualify for sanctioning of an event and the associated activities such as track recce, track preparation, track set up, clean up etc., an event permit application and relevant Health and Safety forms must be completed and signed off by the ORANZ **Chief Steward** or **their** delegated ORANZ Official.
- (iv) All competing drivers must be ORANZ registered or hold a valid day license.
- (v) The organising club must adhere to all current ORANZ Rules and Regulations (excluding the National Championship Points and format rules unless it is a National Championship event) as detailed in the National Competition Rules.

- (vi) Sanctioned club events may comprise any format deemed appropriate.
- (vii) ORANZ public liability insurance applies only to sanctioned events where an event permit application has been granted. **Non-sanctioned** events such as club meetings, hot rod shows, BBQ's etc., must have an event permit approved for the event to be covered by the public liability insurance policy.
- (viii) Designated Spectator Areas – The host club is responsible for clearly marking out these area(s) with tape and signage. The host club must ensure there are enough marshals on site all day to safely guide the spectators to and from these viewing area(s) if required. There must also be marshals present at these 'Spectator Areas' to make sure spectators remain as safe as possible within these designated areas.

**(b) Event Types**

**(i) National Championship** – to host a National Championship event, the organising club must apply to the ORANZ **Council** for approval, obtain a signed event permit, complete relevant health and safety forms pre and **post-event**, and adhere to all current rules and regulations as detailed in the National Competition Rules.

**(ii) Titles Events** – To host a National, North Island, South Island or New Zealand titled event, the organising club must apply to the ORANZ **Council** for approval. The applicant must state the event type, format, location and entry fee. The organising club must obtain a signed event permit, complete relevant health and safety forms pre and **post-event**, and adhere to all current ORANZ Rules and Regulations as detailed in the National **Competition** Rules, excluding the National Championship event format rules. Additional rules may apply but must be approved by the Executive at the time of application.

**(iii) Club Events** – To hold a sanctioned club event, relevant health and safety forms pre and **post-event** must be completed, and a signed event permit must be obtained. The organising club must adhere to all current rules and regulations as detailed in the National Competition Rules, excluding the National Championship points and event format rules. The event must be an Offroad **Club** event, and the format deemed appropriate. If the club requires the attendance of ORANZ Officials, a driver levy or fee may apply.

### 3. NATIONAL CHAMPIONSHIP

The National Championship shall consist of **six rounds**, three North Island, three South Island Rounds and a Final. Drivers must compete **in two rounds** and the Final in order to be eligible for National **Points**. Drivers will gain 20 bonus points for competing **in three Regional Rounds** and the Final. **From** the 2022 season, **drivers** now have the option to race **both** the North Island and the South Island **Rounds**, however, only three rounds, a **Short Course**, an **Enduro/Long Course**, and one other, can be selected to get your class points.

**(a)** The National Championship shall consist of 3 (three) rounds in the South Island and 3 (three) rounds in the North Island, comprising one Short Course round, one Long Course (Enduro) round and one combined Short Course/Enduro round in each region, each round having available a possible maximum total of 72 points. At the completion of the Regional Rounds, drivers will be awarded points (according to where they finished in class) to be carried forward to the National Final (*Refer to Rule 15 (f) Points Scoring*). In the event that either Island is unable to hold a particular round (i.e. such as a combined or Enduro rounds) because no club can host it, that Island will be allowed to substitute the missing round with a repeated alternative round to complete the three round series rather than shorten the series to two rounds, i.e. a second **Short Course Round**.

**(b)** **The Short Course Round shall consist of either four heats per class, or three heats per class and one or more all in Feature(s).** The Feature must be a minimum of **two** times to a maximum of five times the distance of a Short Course heat.

**(c)** The combined Short Course/Enduro Round shall consist of three Short Course heats per class and an all-in Enduro with a possible maximum of 72 points for the event.

**(d)** **The Final shall consist of either four Short Course heats per class, or three heats per class and one or more all-in Feature(s).** **The Feature must be a minimum of two times to a maximum of five times the distance of the Short Course heats** as detailed in (a) above, having available a possible maximum of 72 points per class, and an Enduro also have a possible maximum of 72 points giving a possible maximum total of 144 points for that event to which will be added to National Points carried forward from the respective rounds (refer Rule 15(f)).

**(e)** Drivers may compete for National Championship Points (National Points) in both Regions. The driver accumulates points in both Regions. Points gained for class placing in a **Short Course**, an **Enduro** and one other event will be converted to National Points as per Rule 15(f) and taken to the National Final. The driver who has the highest overall accumulated total National Points at the completion of the National Final shall be deemed to be the National Champion.

**(f)** In the event of any competitors being equal on points at the end of the National Championship, the highest placed car in the **Enduro/Long Course** at the Final shall be awarded the placing of which they are equal in points.

**(g)** Drivers **who** place 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> overall in the National Championship shall be entitled to run the numbers NZ1, NZ2 and NZ3, respectively, instead of their registered number for the duration of their reign should they desire. Overall Class Champions shall be entitled to run a single digit/letter depicting the class for which



they are the National Champion should they desire. E.g. Class 1 = 1, **Class 3 = 3**, Class C = C, Class S = S etc. Drivers are required to include their Registered Number when registering for all events.

**(h)** ORANZ are responsible for the payment (by reimbursement to the hosting club) of the National Finals Trophies. This reimbursement is capped at \$3,000 + GST.

#### **4. ELIGIBILITY**

**(a) To obtain an ORANZ Competition License:**

(i) A new competitor must be a current full financial member of an ORANZ affiliated club and register with ORANZ, through their club, to receive their Competition License and numbers.

(ii) Current ORANZ Competition License holders will, upon renewal of their club and ORANZ registration, receive a Competition License valid for that year and retain their existing Competition number.

(iii) ORANZ reserve the right to refuse, suspend or withdraw (for any term) any Competition License.

(iv) Junior competitors must be a minimum age of 6 years. Competitors under the age of 15 years are restricted to Junior Classes unless granted dispensation through the ORANZ *Under Age Driver Dispensations* process to compete in a different class. **(Refer to Rule 66). For Club days and Short Course ONLY, Juniors from the age of 12 and up to and including the age of 15, may race a Class 7, C and 5.**

(v) Junior competitors that are 14 years old and turning 15 can race to **the** end of that same year to benefit from accrued points.

(vi) Competitors under the age of 15 competing in an adult class shall display a large black X on a white background on the rear of their vehicle and have an indemnity signed by a parent or guardian prior to each event. **Competitors over the age of 15, new to Off Road Racing and motorsport may display a large black X on a white background on the rear of their vehicle to indicate inexperience for a period not exceeding 12 months from their first event.**

(vii) Competitors under the age of 15 are restricted to Short Course racing only.

**(b)** All drivers must re-register annually to retain their Competition Number.

**(c) Day License:**

(i) A maximum of THREE Day Licenses may be issued to any driver per year or FIVE Day Licences if truly 'Mechanics' **race in mechanic** designated races.

(ii) All cars and primary drivers at National and Titled events must be fully ORANZ registered.

#### **5. LOGBOOK**

**(a)** All competitors are to be issued with a logbook at the same time ORANZ numbers are assigned. The logbook is assigned to that vehicle, not the competitor, and must accompany the vehicle when sold. For example, if two people are using the same car, the logbook can have both drivers' numbers on it.

**(b)** Upon receipt of the logbook, the competitor must complete all details inside the front cover, including the placement of a photo of that vehicle.

**(c)** The logbook must be presented to the Tech Inspectors prior to **the** commencement of any competition. Failure to do so will mean exclusion from that race meeting.

Competition includes each and every race meeting that vehicle attends, including club race meetings.

(d) The Tech Inspector will complete in detail any item which does not meet the Tech Inspection requirements.

(e) Should the vehicle be sold, the logbook must accompany the vehicle, and all details of the new owner be recorded in the rear of the logbook.

(f) Should the logbook be lost, its loss shall be reported to the ORANZ Registrar, and a replacement will then be issued on receipt of a suitable fee (\$50.00). Should the logbook become full, a replacement will be issued by the ORANZ Registrar, free of charge, upon the sighting by the Registrar of the full original.

## 6. VEHICLE ANNUAL COMPLIANCE CHECK

Every club shall appoint a person, or persons, they believe has sufficient amount of technical knowledge of our sports mechanical requirements to be Club Tech Inspectors.

(a) The Club Tech Inspectors must subsequently be approved by the Chief Technical Officer (CTO), [whereupon](#) the CTO will provide the Club Tech Inspectors with full instructions for the procedure and approval process.

(b) The Club Tech Inspectors will be issued with ORANZ conformance tamper proof tags (to be fitted behind the occupant's head on the left side of the vehicle in an easily visible area) and also conformance stickers to be placed in the logbook.

(c) The Club Tech Inspectors will be responsible for ensuring all cars in their club meet the checked requirements for the ORANZ annual compliance check when being inspected and are compliant with the class in which the vehicle is registered.

(d) Any technical issues which may arise during these inspections will be reviewed by the CTO and Chief Steward in conjunction with detailed dialogue and photographic contact with the Club Tech Inspectors, and a decision provided.

(e) All drivers will be responsible for the vehicle being checked by their Club Tech Inspectors on an annual basis from **1 December**, prior to the first major event for the **following** year. The tag is then valid through to 31 January of the following year, or the first major event for the year, whichever comes first. A major event is defined as a National or Titled Event. If a tag is removed for any reason, then the vehicle must go through another full Compliance Check.

(f) In the event of a major crash or rollover, **where the safety cell is compromised** the tag will be removed by **the Chief Steward, Chief Technical Officer, or the approved Club Tech Inspector on the day and will be recorded in the logbook**. The vehicle will require a full Compliance Check inspection prior to racing again.

(g) It is the drivers/[owners'](#) responsibility to ensure their vehicle fully complies with all ORANZ requirements at all times. **There are no exceptions.**

(h) Vehicles will then only require a Pre-Race Inspection at race events to check the items on the *Pre-Race Inspection Form*.

## 7. EVENT REGISTRATION PROCESS

### Step 1: Registration paperwork:

Complete all registration paperwork at the registration desk (logbook, ORANZ license, indemnity forms, entry forms etc).

### **Step 2: Safety Gear Inspection:**

Take all safety gear for inspection to the designated area (racing suits, boots, helmets, goggles, visors, gloves, neck braces, etc.).

### **Step 3: Pre-Race Inspection:**

Take your vehicle to the designated area for the Pre-Race Inspection check of items on the Pre-Race Inspection Form. **Note:** Current ORANZ Annual Conformance tag is required to race.

Random checks of vehicles will be carried out by the CTO or **their** delegate at any stage of any event.

## **8. COMPETITION RULES**

- (a) The Promotor and/or Race Officials reserve the right to refuse any entry application.
- (b) The **Promotor** and/or **Race Officials** reserve the right to withdraw any competitor due to serious misconduct.
- (c) In the event of a late entry, it is up to the event organiser or host club to place a penalty of cash and/or placement on the grid for the Short Course and/or Enduro/**Long Course**. Late penalties, if any, should be set out on all **entry forms**.
- (d) All drivers at ORANZ events must have paid a full **entry fee**.
- (e) Drivers must produce their current Competition License at Event Registration.
- (f) Drivers must produce the logbook pertaining to their vehicle at Pre-Race Inspection.
- (g) No driver shall qualify more than one vehicle per race event unless the vehicle they have previously qualified in is withdrawn prior to a new qualifying attempt.
- (h) Any race vehicle can only be registered in one Class per race meeting.
- (i) All vehicles must **display the National Sponsor decal in the space made available for ORANZ** at the top of the front windscreen or along the top of the roll cage, facing forward, for **the National sponsor's decals. Size is to be 150mm deep and the width of the windscreen or roll cage. Signage must be displayed on both sides of the vehicle** no more than 600mm long x 150mm high, at approximately driver's shoulder or **helmet height available for National Class sponsor's signage. All National sponsorship decals must be displayed for the length of the season. Event sponsors (if any) must be displayed in an area that is not made available to ORANZ Sponsors.** An **A5-sized** space in a prominent position is also required to display the ORANZ logo. Truck classes may run the signage on either front guards or rear side windows.
- (j) All drivers intending to race must attend **a** driver's briefing. Drivers not attending driver's briefing on the day shall not be permitted to race.
- (k) All drivers must arrive in time to compete in the events for which they are scheduled.
- (l) Any driver not ready to compete when scheduled or called may be sent to the rear of the field, changed to a later race or left out at the discretion of the Clerk of the Course or the ORANZ Chief Steward.
- (m) Vehicles are deemed to have competed in an event once they have passed Pre-Race Inspection and started the qualifying prologue or, in the case of a Short Course only event, the first heat, including any preview lap(s).

- (n) Enduros/Long Course – outside assistance is permitted from marshals, spectators and other competitors. Note: only official vehicles and competing vehicles are allowed on the track during the race. Assistance may only consist of assistance to leave the track, fit parts, or restart the vehicle. A vehicle must cross the finish line under its own power.
- (o) Short Course – no outside assistance is permitted in Short Course events other than by marshals or race officials.
- (p) Any points accumulated through competition at ORANZ National, Titled or other Sanctioned events will be credited to the driver. The vehicle number must correspond with the driver’s registered number, and additional drivers must be nominated on entry and be registered separately. Swapping of drivers within the same race, unless sanctioned by ORANZ, will not be permitted.
- (q) Where a vehicle is reduced to three or less wheels, the driver may not pass the pits without repair unless the vehicle is completing the last lap.
- (r) Deliberate abusive nerfing or bumping shall be reason for reprimand, penalty, disqualification and/or suspension.
- (s) No contact whatsoever of any vehicle under racing conditions is allowable.
- (t) Any vehicle deemed to be deliberately baulking will be black-flagged at the discretion of the Clerk of the Course.
- (u) Any contestant failing to allow another to overtake on a Short Course race may be penalised or disqualified at the discretion of the Clerk of the Course.
- (v) No one falling under the jurisdiction of any Race Official at any race and/or event shall subject said Official(s) to improper language, threatening behaviour or other demanding actions.
- (w) All vehicles shall be checked prior to the start of any race or heat and when re-entering a race after pitting or refuelling to ensure all occupant have their harnesses, helmet, neck brace, flame retardant race gloves and eye protection (visor/goggles) secured correctly, and these must remain in place for the duration of the race.
- (x) Goggle changing or cleaning may occur in a designated go-slow area on the race track. Otherwise, goggle changes and cleaning must be done off the track unless an area is specifically allocated for this purpose.
- (y) If a competitor passes under a yellow flag or as a result of cutting the course, they must relinquish the positions gained within one lap or before the chequered flag if it is the final lap. If the competitor fails to do so, they will be relegated two positions for every position gained. In an Enduro/Long Course, they may be black-flagged and given a stop/go penalty.
- (z) Any entrant or contestant excluded, suspended, or disqualified for any event forfeits all rights to prize, purse, points, or contingency monies. In any case, there shall be no refund of any entry fee paid.
- (aa) Any person who makes a false statement on an entry form shall be disqualified and shall forfeit all prize monies and points. There shall be no refund of any entry fee paid.
- (bb) Drinking of intoxicating beverages in the pits, on the racecourse or surrounding premises is strictly forbidden by any competitor or crew member. Random breath testing may be undertaken. Any result above zero will result in a driver being excluded from racing and the pits area and a crew member being excluded from the

pits area.

(cc) The use of narcotics, amphetamines, barbiturates or other stimulants or depressants is strictly forbidden.

(dd) No drugs acting like or containing Ephedrine may be used unless written authorisation is obtained and presented to Race Officials prior to [race day](#).

(ee) Any competitor in an event who shows any evidence whatsoever of being under the influence of any of the aforementioned shall be disqualified and subject to suspension from all future events and must leave the premises immediately at the direction of any Race Official instructed by the Clerk of the Course.

(ff) At all times, the [driver](#) assumes the responsibility for the actions of his/her pit crew.

(gg) All persons infringing the marked track area are to wear **HI VIZ Vests** at all times. Failure to comply could see [long-standing](#) penalties.

## 9. VEHICLE SAFETY FLAGS

For some events, such as those held on an area of sand dunes, where a vehicle could be stopped in a dangerous position out of sight, a flag, with a minimum height of 3 metres from the ground, must be fitted.

## 10. PRE-RACE INSPECTION

(a) Prior to competing in any National, Titled, or other Sanctioned event, all competing vehicles must be presented to a designated place for a Pre-Race Inspection to check items on the Pre-Race Inspection Form.

(b) Vehicles not having an ORANZ Annual Conformance tag or having defects affecting safety shall not be permitted to compete.

(c) Refund of any entry fee for vehicles being deemed, at Pre-Race Inspection, to be ineligible to compete due to 10(b) shall be at the discretion of the event organiser.

(d) All vehicles competing in an Enduro/[Long Course](#) event must demonstrate a functional reverse gear at Pre-Race Inspection.

## 11. REFUELLING

(a) All occupants of the vehicle must be out of the vehicle before the fuel cap is removed. During refuelling, the engine may be left running. All spill fuel is to be cleaned off the vehicle after refuelling and must be caught rather than going to the ground if a common occurrence (such as some UTV Classes). All seat belts and helmets are to be securely fastened before leaving the fuel bay or pits if refuelling is within the pit confines.

(b) Refuelling in Enduro/Long Course events must be undertaken [in the](#) designated fuel bays where all fuel must be stored before the event commences.

## 12. SHORT COURSE

(a) Short Course shall be determined by its make up rather than its length and shall consist of maximum passing areas and be run over such terrain as farm land and largely open areas. Short Course shall favour maximum laps rather than maximum distance travelled per lap.

- (b) Any vehicle that does not finish the race will be deemed “DNF” and not eligible for points.
- (c) If the race is stopped before one lap has been completed, then the race will be re-started as per the original starting grid. The vehicle which caused the stoppage may start in its original position at the discretion of the Clerk of the Course.
- (d) If the race is stopped after more than one lap has been completed, the race will re-start, in single file, **with a minimum one-meter distancing between cars**, as per the positions at the end of the previous lap. The vehicle(s) which cause the stoppage may restart at the discretion of the Clerk of the Course but must do so from the rear of the field.
- (e) Should, at any time, a race be stopped and restarted, only vehicles present on the original starting grid will be allowed to restart.
- (f) All Short Course and **Feature** races are to be run in their entirety (not to be called on declared).
- (g) Cars in a Short Course race who get lapped once only by the leader of their class are able to be called finishers on the lap they are on when they cross the finish line and are shown the chequered flag.
- (h) **The Short Course round shall consist of either four heats per class, or three heats per class and one or more all-in Feature(s). The Feature** must be a minimum of two times to a maximum of five times the distance of a Short Course heat. The Feature will be handicapped by class, fastest to the rear, slowest class to the front.
- (i) Due to the **number** of competitors in the **Feature**, it may be necessary to run more than one **Feature**. All competitors of the same class must compete in the same **Feature**. Any competitors in the **Feature** who get lapped up to three times by the leading car in their class are able to be called finishers on the lap they are on, in the order they cross the finish line (and are shown the chequered flag). Each of the three heats and the **Feature** carry equal points (class racing only) to a possible maximum total of 72 points for each class.
- (j) Where competitors in a class finish on the same points, the placings shall be determined by the finishing order in the Feature race. If this does not provide a result, then the previous heat races shall be used until a result can be declared.

### 13. LONG COURSE/ENDURO

- (a) Long Course (Enduro) shall be determined by its length or endurance and can consist of any terrain, including narrow tracks, and shall favour maximum distance per lap travelled rather than maximum laps. Track width to exceed 3.6 metres. Competitors will receive points determined by their finishing place as per Rule 14c & 14d – Points Scoring.
- (b) Two formats for Long Course/Enduro race are accepted. They are:
  - (i) “First to the Flag Enduro”, comprising a single start flag drop and race, where the first competitor to see the chequered flag at the completion of the race duration is classed as the winner. Timing is not part of this format.
  - (ii) “Timed Enduro”, based on each competitor’s race time to complete their race duration in distance or number of laps, with the competitor completing the race duration in the shortest time to be declared the winner.
- (c) In every case, the results and **overall finishing order** will be determined by the

level of completion of the race duration (#laps/km's), and including for timed events, in the shortest time.

**(d)** All National Series endurance events, including the **Final**, must be a minimum of 150km and a maximum of 250km. The length of a Long Course/**Enduro** race (the race duration) shall be determined on the basis of distance or laps completed, not time elapsed. In every **Long Course/Enduro**, the chequered flag signifies the end of the race, and will be shown to the first competitor to complete the race distance, and will remain out and be shown to all other competitors that reach the finish line until the specified cut-off time has passed.

*NB: For a timed Enduro, the chequered flag signifies the end of the race, and will be shown to the first competitor to complete the race distance. This does not make that competitor the winner of the race. The competitor with the shortest time to complete their race duration is the winner.*

Any competitor that has completed at least 60% of the race duration, or 60% of the race duration completed by the lead competitor in their class (**calculated at the finish line**), will be eligible for overall and class points without the need to see (pass) the chequered flag (**Refer to Rule 15 – Points Scoring**). In the event that 60% falls in between laps (e.g. 5.4 laps), the end of the next lap (e.g. lap 6) will be deemed to be the 60% mark. All competitors must start in their allotted grid position based on their time trial (Refer to Rule 13.f).

**(e)** For a timed Enduro, should a competitor not make their allotted grid position, this competitor's race time will start as the corresponding grid position competitor starts their race. At the discretion of the Clerk of the Course, if an issue/problem prevents a competitor from starting in their grid position, and the Clerk of the Course is advised prior to race start, the competitor may have their race time start based on the last competitor in the grid line up.

**(f)** To qualify for a grid place in an ORANZ Endurance event, a competitor must complete a sprint time trial prior to the **Long Course/Enduro** commencing or as per Rule 13(g). Cars that do not meet with these criteria must start from the rear of the grid in the order of Class 1, S, U, 8, 3, 10, 9, 4, C, 5, 7.

**(g)** Where electronic lap timing such as transponders are being used, the option to use competitors fastest lap times from the Short Course **racing** to determine grid places is allowed, for the purpose of speeding up the event timetable procedures.

**(h)** If the organising club also decides to run a "Top 10 Shootout" with a maximum of 10 of the fastest cars, it is a requirement that these drivers participate. A "Top 10 Shootout" shall be a timed run of the original sprint track to determine the ultimate grid positions for these drivers. Previous sprint times will be invalid. Drivers who fail to complete the "Shootout" will start at the rear of the cars that completed the "Shootout" in order of their original sprint time. (Note: this rule has been separated from Rule 13(f)).

**(i)** In the event of any portion of the course being rendered impassable resulting in race vehicles being unable to pass the obstruction, once the track has been cleared or an alternate route around the obstruction determined, the race vehicles shall continue the race in the order they arrived at the obstruction with the exception of any

vehicle(s) which may have caused the obstruction who may restart only after all the baulked vehicles have restarted.

(j) In case of a total restart at a **Long Course/Enduro** event, the race will re-start with the lead car leaving first with the rest of the field following in **single file, with a minimum one-meter distancing between cars** or at the same time period apart as when crossing the finish line on the previous lap. If the time differentials between cars are not available, the separation will be decided by the Clerk of the Course.

(k) Parc Ferme – When required by the Clerk of the Course, a **Long Course/Enduro** event can be placed in Parc Ferme. This may be a rest period to close up the race field or as a result of total race stoppage under a red flag. In the event of a red flag the time period from the red flag to the restart will be classed as Parc Ferme. During this time there is to be no maintenance, repairs or refuelling to be carried out on any competitor’s race vehicle or safety equipment.

## 14. NATIONAL SHORT COURSE CHAMPIONSHIP (To be finalised)

## 15. POINTS SCORING

(a) **Short Course Only Event** – each race (including all-in **Feature** race) Max. Points – 72.

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	All other finishers
18	16	14	12	11	10	9	8	7	6

(b) **Combined Short Course and Long Course/Enduro Event** – 36 points S/C + 36 points Enduro – Max. Points – 72.

(i) **Short Course** – each race (3).

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	All other finishers
12	10	8	6	5	4	3	2	1

(ii) **Enduro**

**Class Placing:**

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	All other finishers
12	10	8	6	5	4	3	2	1

**Enduro Overall Placing:**

Place	Points	Place	Points	Place	Points	Place	Points
1 <sup>st</sup>	24	7 <sup>th</sup>	18	13 <sup>th</sup>	12	19 <sup>th</sup>	6
2 <sup>nd</sup>	23	8 <sup>th</sup>	17	14 <sup>th</sup>	11	20 <sup>th</sup>	5



<b>3<sup>rd</sup></b>	<b>22</b>	<b>9<sup>th</sup></b>	<b>16</b>	<b>15<sup>th</sup></b>	<b>10</b>	<b>21<sup>st</sup></b>	<b>4</b>
<b>4<sup>th</sup></b>	<b>21</b>	<b>10<sup>th</sup></b>	<b>15</b>	<b>16<sup>th</sup></b>	<b>9</b>	<b>22<sup>nd</sup></b>	<b>3</b>
<b>5<sup>th</sup></b>	<b>20</b>	<b>11<sup>th</sup></b>	<b>14</b>	<b>17<sup>th</sup></b>	<b>8</b>	<b>23<sup>rd</sup></b>	<b>2</b>
<b>6<sup>th</sup></b>	<b>19</b>	<b>12<sup>th</sup></b>	<b>13</b>	<b>18<sup>th</sup></b>	<b>7</b>	<b>All other finishers</b>	<b>2</b>

**(c) Enduro Only Round – Max. Points – 72.**

**Class Placing:**

<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>	<b>5<sup>th</sup></b>	<b>6<sup>th</sup></b>	<b>7<sup>th</sup></b>	<b>8<sup>th</sup></b>	<b>All other finishers</b>
24	20	16	12	10	8	6	4	2

**Enduro Overall Placing:**

<b>Place</b>	<b>Points</b>	<b>Place</b>	<b>Points</b>	<b>Place</b>	<b>Points</b>	<b>Place</b>	<b>Points</b>
<b>1<sup>st</sup></b>	48	<b>7<sup>th</sup></b>	36	<b>13<sup>th</sup></b>	24	<b>19<sup>th</sup></b>	12
<b>2<sup>nd</sup></b>	46	<b>8<sup>th</sup></b>	34	<b>14<sup>th</sup></b>	22	<b>20<sup>th</sup></b>	10
<b>3<sup>rd</sup></b>	44	<b>9<sup>th</sup></b>	32	<b>15<sup>th</sup></b>	20	<b>21<sup>st</sup></b>	8
<b>4<sup>th</sup></b>	42	<b>10<sup>th</sup></b>	30	<b>16<sup>th</sup></b>	18	<b>22<sup>nd</sup></b>	6
<b>5<sup>th</sup></b>	40	<b>11<sup>th</sup></b>	28	<b>17<sup>th</sup></b>	16	<b>23<sup>rd</sup></b>	4
<b>6<sup>th</sup></b>	38	<b>12<sup>th</sup></b>	26	<b>18<sup>th</sup></b>	14	<b>All other finishers</b>	2

**(d) National Finals (Double Points)**

**(i) Short Course – Max. Points – 72.**

<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>	<b>5<sup>th</sup></b>	<b>6<sup>th</sup></b>	<b>7<sup>th</sup></b>	<b>8<sup>th</sup></b>	<b>9<sup>th</sup></b>	<b>All other finishers</b>
18	16	14	12	11	10	9	8	7	6

**(ii) Enduro – Max. Points – 72.**

**Class Placing:**

<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>	<b>5<sup>th</sup></b>	<b>6<sup>th</sup></b>	<b>7<sup>th</sup></b>	<b>8<sup>th</sup></b>	<b>All other finishers</b>
24	20	16	12	10	8	6	4	2

**Enduro Overall Placing:**

Place	Points	Place	Points	Place	Points	Place	Points
1 <sup>st</sup>	48	7 <sup>th</sup>	36	13 <sup>th</sup>	24	19 <sup>th</sup>	12
2 <sup>nd</sup>	46	8 <sup>th</sup>	34	14 <sup>th</sup>	22	20 <sup>th</sup>	10
3 <sup>rd</sup>	44	9 <sup>th</sup>	32	15 <sup>th</sup>	20	21 <sup>st</sup>	8
4 <sup>th</sup>	42	10 <sup>th</sup>	30	16 <sup>th</sup>	18	22 <sup>nd</sup>	6
5 <sup>th</sup>	40	11 <sup>th</sup>	28	17 <sup>th</sup>	16	23 <sup>rd</sup>	4
6 <sup>th</sup>	38	12 <sup>th</sup>	26	18 <sup>th</sup>	14	All other finishers	2

**(e) Enduro Points**

**(i)** Vehicles must complete at least 60% of the total laps completed by the lead car in their class (calculated at the finish line) to be eligible for class points.

**(ii)** Vehicles must complete at least 60% of the total race laps calculated at the finish line to be eligible for overall points.

For example: Any vehicle that does not complete at least 60% of the total race laps shall not be eligible for overall points and shall only receive class points.

**(f)** Points awarded for overall Regional Class placing to be carried forward to National Final. These are referred to as National Points.

Class Placing	Points
1 <sup>st</sup>	72
2 <sup>nd</sup>	70
3 <sup>rd</sup>	68
4 <sup>th</sup>	66
5 <sup>th</sup>	64
6 <sup>th</sup>	62
7 <sup>th</sup>	60
8 <sup>th</sup>	58
9 <sup>th</sup>	56
10 <sup>th</sup>	54
11 <sup>th</sup>	52
12 <sup>th</sup>	50
13 <sup>th</sup>	48
14 <sup>th</sup>	46
15 <sup>th</sup>	44
16 <sup>th</sup>	42
All other finishers	40

**(g)** Competitors who compete in at least three qualifying rounds shall be allocated 20 bonus National Points in addition to points gained for their overall Regional placing.

**(h)** All types of National **Rounds** shall have available a possible maximum of 72 points for any race meeting. The National Final **has** available a possible maximum of 144 points, 72 from Short Course and 72 from the **Long Course/Enduro**.

## 16. EVENT ABANDONMENT

- (a) Only the Chief Steward can call a race or event but must do so in consultation with the Clerk of the Course and event organisers.
- (b) In the event of a Short Course round having to be abandoned by **the** decision of the Chief Steward, or **their** appointee, due to weather and/or safety concerns after all of the three Class heats have been completed, the points gained thus far shall be divided by three and that total added to the points gained thus far. If all classes have not completed all of the three scheduled heats, the Short Course shall be completely re-run at a later date.
- (c) In the event of an Enduro having to be abandoned by **the** decision of the Chief Steward, or **their** appointee, due to weather or safety concerns after 60% of the scheduled laps have been completed by the leading car, then the race will be deemed to have been completed by all cars completing 60% of the laps completed when the race was stopped. Should the leading car not complete 60% of the scheduled laps, the race will be completely re-run on another date.
- (d) In the event of all or part of a combined Short Course/Enduro round having to be abandoned by **the** decision of the Chief Steward or their appointee due to weather or safety concerns, the Enduro race must meet the criteria in 16(c) above or be re-run at the later date.
- (e) In the event of all, or part, of the National Final having to be abandoned by decision of the Chief Steward, or **their** appointee, due to weather or safety concerns, the Short Course shall be treated as set out in 16(b) above and the Enduro as set out in 16(c) above or either or both types of racing, at the decision of the Chief Steward, or **their** appointee, will be completely re-run at another date if possible, or placing is based on as the competitor finished at **the** time of race stoppage.

## 17. PROTESTS

- (a) The ORANZ Chief Steward must keep a written record of all upheld protests along with driver history records to allow action to be taken against continual offending by competitors.
- (b) All protests must be **initiated and** lodged within one hour of the last chequered flag waving of the race meeting **for a short course event or within 48 hours for an Enduro/Long Course event**. Protests must be accompanied by a fee of \$100.00 for a Technical Protest or \$30.00 for a Conduct Protest.
- (c) All protests must be in written form, signed by the complainant.
- (d) A Technical Protest or a Conduct Protest may be lodged by competing drivers or b the Chief Steward, Chief Technical Officer or Clerk of the Course acting under its own volition.
- (e) In the event of a protest being upheld, the complainant's money shall be refunded. If the protest is not upheld, then the complainant's money shall be refunded. If the protest is not upheld, then the complainant's money shall not be refunded and shall be held as a service fee by the Association.
- (f) All protests lodged from any event at which the Chief Steward is not present must be provided to the ORANZ Chief Steward within 7 days of the event in the form of the original written copy.
- (g) If a protest is upheld, the Protest Committee must decide the grade of the offence

by using the guidelines listed in Rule 20.

## **18. PROTEST PROCEDURE**

(a) The first step to any protest is to obtain the appropriate Protest Form from your club or Steward, as protests will only be accepted on the correct form and completed in the correct manner.

(b) The form, together with the accompanying appropriate sum of money, must be presented to the Clerk of the Course within 1 hour of the last flag of the event.

(c) The protest will proceed under the guidelines listed below, dependent upon the type of protest lodged.

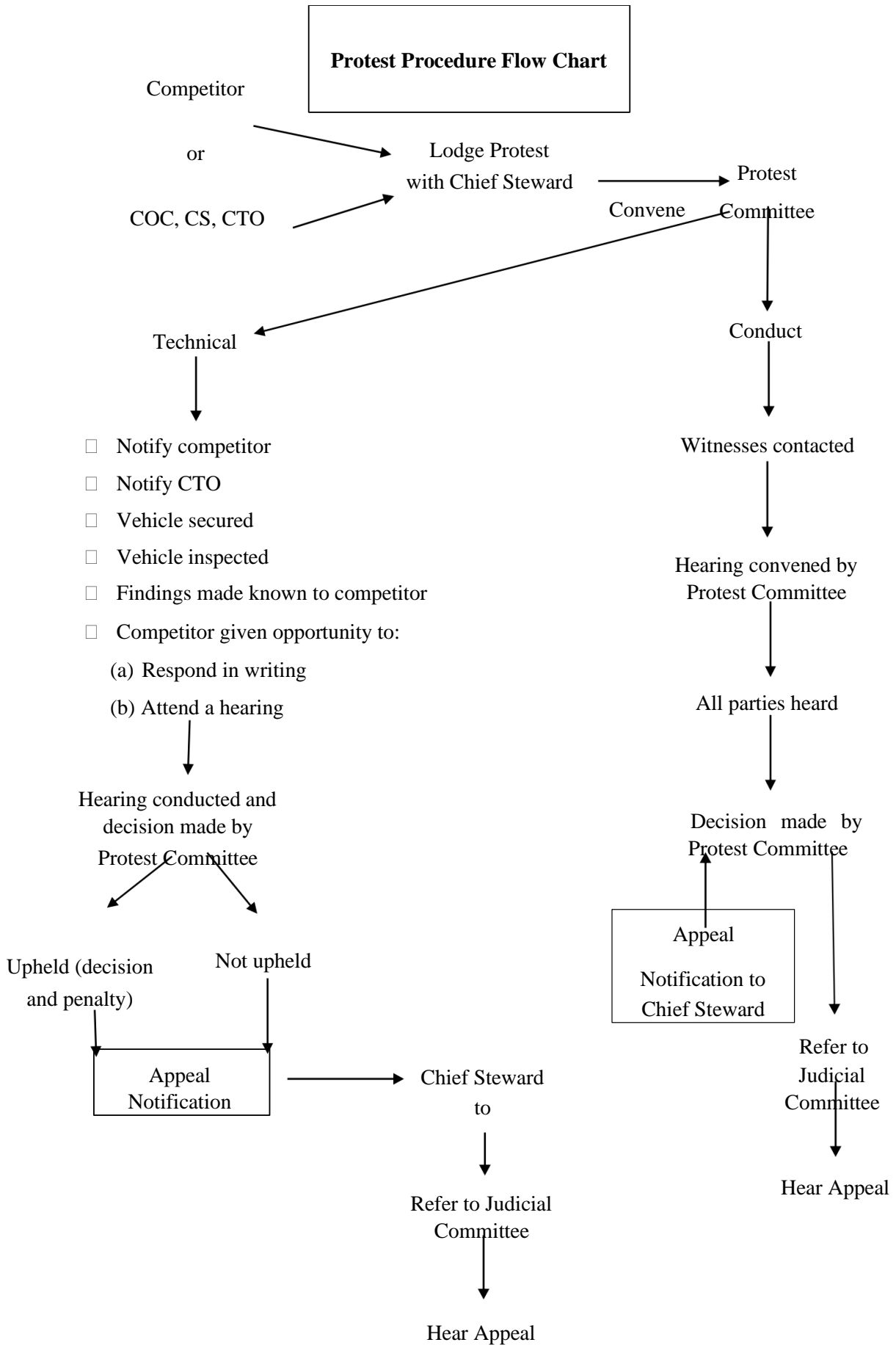
(d) The result of any protest upheld by these formats will be sent to the protested person by mail, and only after that will the finding be released elsewhere.

(e) Any fine imposed must be paid before taking part in any club, Titled, National or other Sanctioned event.

(f) The protested person has seven (7) days in which to lodge an appeal. If an event is scheduled in which they wish to participate, any fine imposed must be paid in full in order to ensure all points scored in that event are secure. If the appeal is upheld, all fine monies will be refunded.

(g) Where the Clerk of the Course, Chief Steward or Chief Technical Officer instigates a protest on its own volition, it will notify the driver through the Chief Steward by the means of a completed protest form. The Chief Steward will then constitute a Protest Committee who shall hear the protest in accordance with these Rules.

(h) The Protest Committee shall be made up of a minimum of three (3) members of the Association and, where possible, who were not involved in the race from which the protest has resulted. In the event there are insufficient members available to join the Protest Committee from the Organising Club, the Chief Steward shall call upon other contestants who may be available to make up the Protest Committee. Once the Protest Committee is constituted, they will identify themselves to the parties and will assume conduct of the protest.



## **19. TECHINCAL PROTEST (\$100.00)**

(a) The Clerk of the Course will, in conjunction with the Chief Technical Officer, arrange storage of the vehicle in question for the purpose of removing any possibility of the vehicle being altered or tampered with until the protest is completed.

(b) The impounding of any vehicle will be done with the least amount of inconvenience for an out of area driver. This may mean that a person be appointed to accompany the vehicle to its town of origin or as close as possible to its destination.

(c) The vehicle will be inspected by the Chief Technical Officer or its delegated representative. The owner of the vehicle will be entitled to have its own independent representative attend the same examination.

(d) The only items to be checked are those items specified in the protest, **which will be** checked for compliance with the standing Rules of the Association.

(e) The Chief Technical Officer will make the findings of the inspection available to the Protest Committee, who shall then provide these to the owners of the vehicle being protested. The owner, if they have obtained their own independent inspection, may or may not choose to provide those findings to the Protest Committee. The Protest Committee will then present in writing to the owner, a detailed outline of the nature of the rule being protested as provided by the Chief Technical Officer with the evidence. The owner of the vehicle will be given a reasonable time within which to consider and present their own evidence.

(f) The Protest Committee will then either give the owner the opportunity to respond in writing and set out their position, including any submissions they wish to make on a potential penalty or in the alternative if requested, the Protest Committee will convene a hearing to determine the protest. The owner will be given a reasonable time within which to consider and present their own evidence.

(g) At the conclusion of the protest, whether by hearing or whether done by way of an exchange of submissions, the Protest Committee will make its decision on the protest.

(h) The Protest Committee will then issue its findings and the reasons for making its decision in writing and will impose any penalty deemed appropriate. In the event either party wishes to appeal that decision, it shall within seven (7) days notify the Chief Steward that it wishes to appeal the decision of the Protest Committee. The Chief Steward will then refer the matter to the Judicial Committee of the Association by way of any appeal from the Protest Committee.

(i) The Judicial Committee shall consist of not less than three (3) persons appointed by the Executive Committee. The Judicial Committee's jurisdiction is found in the Constitution of the Association Rule 19, and it will conduct the appeal.

## **20. CONDUCT PROTEST (\$30.00)**

(a) The Clerk of the Course will notify the Chief Steward that a protest has been made. The Chief Steward will form a Protest Committee in accordance with Rule 18(h) above. The Protest Committee will immediately notify any witnesses who remain available for the hearing of the protest that they will be required to give

evidence.

(b) The Protest Committee shall convene a hearing as soon as possible to hear the conduct protest. Both the protestor, and the driver complained against, will be given the opportunity to call witnesses; those witnesses to be cross-examined if requested, and the parties be given the opportunity to produce any evidence they rely on, and to also make submissions on an appropriate penalty.

(c) At the conclusion of the hearing, the Protest Committee will make a decision and notify the parties of that decision as soon as possible.

(d) The Protest Committee shall have jurisdiction to impose a penalty as deemed appropriate in the circumstances.

(e) Should each party wish to appeal that decision, then matters shall be referred to the Judicial Committee by the Chief Steward. The Judicial Committee shall be constituted and shall have its jurisdiction as found in Rule 19 of the Constitution of the Association.

(f) A Protest Committee or Judicial **will** adjudicate that part, or all, of any fine to paid to a disadvantage competitor whose vehicle has suffered damage in the incident resulting in the protest in order to assist with the cost of repairs.

(g) Any Competitor who accumulates **more than** five demerit points in any 12-month period shall have an automatic **six**-month stand-down from all competition. Commencement of such 12-month period will be calculated 12 months back from the date of the last point accumulated.

(h) All penalties imposed will be effective from the date of the race to which the **offence** relates.

(i) **Grade 1 Offence – Minor vehicle contact or minor (unintentional) non-compliance with the Competition Rules:**

May include racing incidents where no party is greatly disadvantaged. An example may be a slower vehicle impeding a faster vehicle for an extended period(s) during an endurance race. (Note: this is an **example only** and that this list is not intended to be exhaustive).

**Penalty – a warning from the Chief Steward or Clerk of the Course, and/or one **demerit point**.**

(j) **Grade 2 Offence – Deliberate vehicle contact or deliberate non-compliance with the Competition Rules:**

May include racing incidents where no party is disadvantaged. An example may be a slower vehicle impeding a faster vehicle during an endurance race by failing to give way when signalled to do so. (Note: this is an example only and that this list is not intended to be exhaustive).

**Penalty – a warning from the Chief Steward or Clerk of the Course, and/or a probation period of up to three months, and/or a fine of \$50.00, and/or a loss of some or all race points gained from the event, plus two **demerit points**.**

(k) **Grade 3 Offence – Deliberate vehicle contact or deliberate non-compliance with the Competition Rules:**

May include incidents involving contact between vehicles intended to disadvantage one or more parties and where at least one party is considerably disadvantaged as a result. At least one vehicle may have been eliminated from the race or event or have suffered moderate to heavy damage. (Note: this is an **example only** and that this list is

not intended to be exhaustive).

**Penalty – a warning from the Chief Steward or Clerk of the Course and/or a probation period of up to 12 months, and/or a fine of up to \$250.00, and/or a loss of some or all race points gained from the event, plus three demerit points.**

**(l) Grade 4 Offence – Deliberate vehicle contact (innocent party eliminated from the race) or serious misconduct.**

Includes deliberate vehicle contact where the innocent party may have been eliminated from the race and/or heavy vehicle damage has been inflicted, incidents of driver or crew member's misconduct deemed to be of an unsporting nature or likely to bring the sport into disrepute.

**Penalty – Immediate disqualification from the event pending further notice of penalties from the Chief Steward, which may include a fine of up to \$750.00, and/or a probation period of up to two years, and/or a ban from all competition for up to two years plus four demerit points.**

## 21. APPEALS

Any party wishing to appeal any rulings of the Protest Committee made pursuant to Rule 18 and/or Rule 20 above shall notify the Chief Steward in writing within seven (7) days of that decision being made. The Chief Steward will then refer the protest appeal to the Judicial Committee. The matter thereafter will be dealt with and ruled upon by the Judicial Committee in accordance with Rule 19 of the Constitution of the Association.

## 22. FLAG SIGNALS

(a) GREEN: Signals race start (see also Rule 23 Starting Lights).

(b) YELLOW: Held stationary – signifies an obstacle or obstruction ahead, retain position until past the obstacle, no passing. Waved – extreme caution, reduce speed and be prepared to stop. Retain position (no passing) until past the obstacle. Only the flag immediately preceding the obstacle is to be held or waved. Once vehicles are past the obstacle or incident, racing resumes.

(c) RED: IMMEDIATE STOP. May be used when a vehicle has rolled over or a fire occurs.

(d) BLACK: Retire from the course immediately. Used in conjunction with a car number. Used in Short Course racing for matters of urgency only, e.g. a car is on fire or a competitor is driving dangerously putting others at risk. May also be used in Enduro/Long Course races for the purpose of a stop/go penalty.

(e) WHITE: Signifies vehicles are commencing the final lap.

(f) CHEQUERED: Signifies the end of the race.

(g) BLUE: Signifies that a competitor is being closely followed. Be prepared to be overtaken. This is an advisory flag only.

(h) WHITE WITH RED CROSS: Flag or board displayed at start/finish line of Enduro/Long Course races only. To warn competitors that an official vehicle or ambulance is on the racetrack. Competitors may not overtake such vehicles unless signalled to do so.



## 23. STARTING LIGHTS

Starting lights are permitted to be used to signal the start of a race, provided the [start lights](#) meet the following criteria:

(a) **Number of lights** – 3 (preferably LED).

(b) **Colour** – Red.

(c) **Size/shape** – Circular, square or rectangular with no dimensions less than 100mm.

(d) **Mounting** – Vertically arranged and positioned with light centres spaced between 200mm - 300mm apart upon any surface panel which is black and has dimensions not less than 1050mm (height) x 450mm (width).

(e) **Height** – At any race event where starting lights are proposed to be used, the starting light panels shall be mounted at a minimum 2.00m in height from the ground to the lowest of three lights.

(f) **Height adjustment** – All starting lights shall be readily height adjustable. They must be able to extend 1.00m from the minimum height requirement as set out above to cater for a variety of potential conditions that may require the adjustment of the starting lights.

(g) **Position** – Starting lights shall always be positioned at the most suitable location for driver viewing but shall not be positioned closer than 20.00m from the front row of the grid.

(h) **Starting sequence** – No red lights whilst the grid is being formed. Once the grid is formed and the Clerk of the Course or race control official has declared the track ready to race, the first of the red lights will be switched on to reflect this. A second red light will be illuminated once the starter is satisfied with the positioning of the vehicles on the grid. This will be followed by the third red light being illuminated indicating the race is about to start. The starter will then extinguish all the lights simultaneously. **When the lights go out, the race starts.**

The timing sequence of the lights shall not be regulated but shall remain consistent throughout the duration of the day. It will be the starter's responsibility to ensure consistency under normal circumstances.

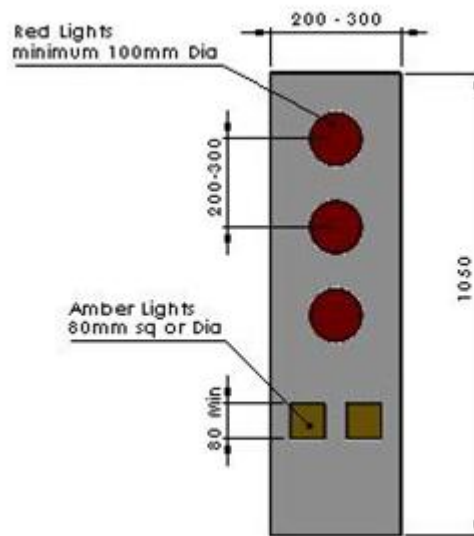
(i) **False starts** – Will mean a grid reset is necessary and so the lights will be turned off under a red flag held by the starter. **The starter must clearly display the red flag prior to turning off the lights for a grid reset.** Once the grid is reset, the normal sequence of lights can be repeated to start the race.

(j) **Yellow lights** – Are permitted to be mounted on the starting light panel but are not compulsory. The yellow lights must be mounted below the lowest red starting light. A maximum of two yellow lights is acceptable.

Yellow lights can be used as if they were a **stationary yellow flag** only in normal racing conditions. Yellow lights can be used to signal a false start and grid reset.

**Example:** if the grid is set and three red lights are on and someone false starts, then the yellow light(s) can be switched on to signify this. **The starter should still clearly display a red flag prior to turning off the red lights.** The use of yellow lights in this regard will simply provide a faster indication that there has been a false start and allow a more manageable approach to a potentially dangerous situation.

(k) Rear mounted lights on the light stand are required so the Clerk of the Course can monitor jump starts.



Note: All dimensions are minimum requirements.

## 24. COURSE MARKINGS

### (a) Enduro Markings:

- (i) Triangle to show change of direction.
- (ii) Hot Pink Diamonds to warn of approaching hazard.

### (b) Directional Markers:

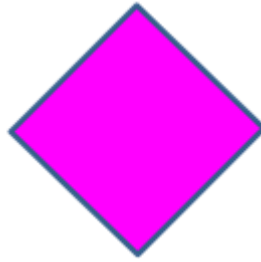
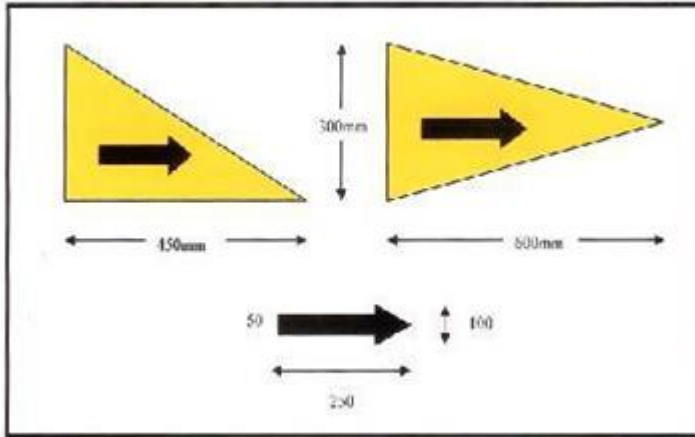
- (i) Triangle **size**: Minimum size – 300mm x 450mm right-angled triangle or 300mm x 600mm isosceles triangle.
- (ii) Triangle **colour**: Base colour, AA Yellow (or as close as possible) or Fluorescent Orange.
- (iii) Supplementary **arrow**: A supplementary arrow may be imposed on the **directional marker**. Total length 250mm. Arrowhead 100mm wide and 60mm long. Tail 50mm wide (see diagram below).
- (iv) Placement and **use**: One **directional marker** at each corner to mark a change of direction plus double markers placed a practical distance prior to the corner, e.g. 100 metres (subject to approval by the Chief Steward). Height above the ground to be no less than one metre, but at the discretion of the Chief Steward with consideration given to the terrain.

### (c) Hazard Warning Markers:

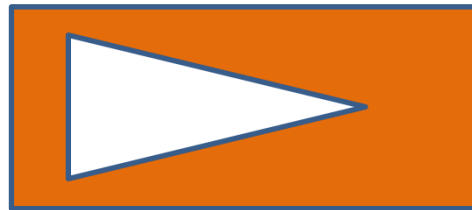
- (i) Hazard Warning **size**: Minimum size 450mm diamond shape.
- (ii) Hazard Warning **colour**: Fluorescent type Hot Pink only.
- (iii) Hazard **Warning placement**: Both sides of the track should be marked well prior to the actual hazard as well as the hazard **properly** being indicated with markers as described above and exemplified below.

(d) All side roads and tracks **are** to be taped off. All major changes in direction where vehicles can continue off the track **or** up a wrong road or track, are to have a second tape across the road or track a minimum of 50m in from the first tape.

## Accepted Course Markings:



Hazard – min.  
450\* 450 Hot Pink  
Only. To be  
placed on both  
sides of the track.



Min. 300 \* 600.

## VEHICLE SAFETY RULES AND REQUIREMENTS RULE PERTAINING TO ALL CLASSES

### 25. CLOTHING, FOOTWEAR AND HELMETS

(a) All competing drivers and passengers shall wear flame resistant racing overalls with a minimum single layer that covers the body from ankle to wrists and neck. Any rips, tears or broken fasteners will not be acceptable. Any repairs or modifications are to be approved material only and to a professional standard. All competitors and navigators are to wear fire retardant racing gloves and eye protection (visor or goggles).

(b) All competing drivers and passengers shall wear fire retardant racing footwear or lace up leather boots. Competing in sandals, training shoes, jandals, gumboots or bare feet is not permitted. Failure to comply with the above rule, could lead to exclusion from the event.

(c) All drivers and passengers in any race vehicle, in any event, shall wear protective helmets at all times the vehicle is operating above walking pace. ORANZ recommends the use of full-face type helmets. Should a competitor choose to use an open-face type helmet, an approved face-mask and goggles (leaving no part of the face exposed) must be used if running without a windscreen. Optical (lenses) or sunglasses are not permitted unless covered by approved goggles, or visor.

(i) All protective helmets must comply with a current approved Safety Standard. Helmets should be a good fit so they are secure when worn. The helmet must not be able to be removed by lifting the back of the helmet up when fastened.

(ii) Helmets must be presented at pre race inspection in a clean condition and not modified except as permitted by the helmet manufacturer.

(iii) ABS and polycarbonate helmets shall not be painted unless a paint approved by the helmet manufacturer is used.

(iv) Helmet peaks must be of a flexible material, i.e. that it will bend or deform and then return to its original shape. Peaks constructed of metal or Perspex will not be permitted. Any peak not permanently attached to the helmet must be held on with a strap attached by press studs or the original manufacturer's fastenings. Attaching of peaks with self-tapping screws or nuts/bolts is prohibited.

(v) **Approved Helmet Safety Standards:**

**Snell Foundation Inc.**

Snell SA2005, SA2010, SA2015, SA2020, M2005, M2010, M2015.

**SFI Foundation Inc.**

SFI Spec. 31.1 (open face design), SFI Spec. 31.2 (closed faced design), SFI Spec. 24.1 (youth classes).

**British Standards Institute**

BS6658-85 A/FR (red label) including all amendments, BS6658-85 type A (blue label).

**European Standards**

"E" mark 02, 03, 04, or 05 series – a production number will immediately follow these numbers, e.g. 01, 02, 03, 12345, 05

12345, etc.



Note the “E” in the circle. The number in the circle represents a country and you are looking for the first **two** numbers on the production tag, in this instance 05.

**New Zealand Standards**

NZ5430

**Australian Standards**

AS1698

(vi) ORANZ recommends:

- Helmets be replaced at least every seven years (sweat and perspiration breaks down the protective head lining).
- In cases of severe impact, the helmet should immediately be destroyed so it cannot be re-used.
- Helmets should be stored in a cool, dry, dark place.

**(d)** All competing drivers and passengers shall wear a neck brace or acceptable helmet support of a recognised, approved manufacturer’s design (e.g. HANS device). Devices not giving forward support to the helmet are not permitted.

**(e) HELMET CLEARANCE** – This is to be measured when the driver and passenger (navigator) are belted in with helmets on. The minimum allowable clearance from the top of the helmet (both driver and passenger) is **90mm** to a line across the top of the roll cage when measured across the car or from front to rear of the car, whichever is greater. In the case of externally mounted roll cages, a minimum clearance of 70mm from the top of the helmet to the roof must be maintained.

## 26. TOW ROPE – FIRST AID KIT – FIRE EXTINGUISHER

(a) All vehicles must carry an adequate tow rope – minimum length of 3 metres.

(b) All vehicles must carry an adequate first aid kit that is free of dirt, and items must be within their expiry date. The first aid kit is to contain a minimum of:

- A thermal blanket for each occupant.
- An elastic gauze type bandage size approx. 5cm x 4cm.
- A crape type bandage 7.5cm x 4m to use as a dressing-sling-tourniquet.
- 7.5cm x 10cm double-sided non-adhesive absorbent dressing.
- 2x alcohol free cleaning wipe.
- 1x small saline solution.
- 1x small eyewash solution.
- 1x small antiseptic burn cream.
- 6x various size adhesive dressings.
- 1x small roll strapping tape.
- 1x craft knife.
- All of the above are to be individually sealed units contained in a marked sealed first aid unit.

(c) All vehicles must carry a minimum of 2x 1kg fire extinguishers. One must be mounted in a secure position within reach of both the driver and passenger while seated (not necessarily belted in). The other extinguisher is to be in a safe and secure position easily accessible from the outside of the vehicle. Vehicles fitted with in-car extinguisher systems are not exempt from these requirements.

(d) The fire extinguishers must be of an approved type. Multi-purpose foam spray fire extinguishers are permitted. All must have a current official service tag no more than one year old with an intact trigger seal. Proof must be available at all times for the date inspected or date of expiry.

(e) Aerosol type fire extinguishers are NOT permitted.

(f) Tape, wire or string or any method other, than a purpose-type mount, are not permitted as a fixing method.

## 27. SEATS AND RESTRAINTS (Refer Figure 1 Rule 47)

(a) All seats shall be securely mounted. The seat must be suitable for the application from Adults to Junior or smaller bodied drivers and be of a snug fit with minimal body movement.

(b) ALL seats shall have a restraining bar behind to prevent rearward collapse of the seat back.

(c) Head restraints are required to be fitted for all occupants in all classes of vehicles. Each restraint, if not incorporated into the seat, must consist of a metal plate at least 2.0mm thick and not less than 150mm (horizontal) by 75mm (vertical), together with a resilient padding at least 25.0mm thick, the restraint shall be securely mounted. With the occupant seated in the normal position, the restraint shall be in a position to restrain the rear movement of the head.

(d) A single point catch and release buckle (Lever Latch) shall be fitted to safety harnesses. Cam Lock or Rotary level safety harnesses are not permitted.

(e) A minimum 5-point 75mm wide competition harness for all classes other than Junior classes which must be 50mm wide. A recognised, approved manufacturer and type shall be used and shall have the following standard:

- SFI 16.1
- SFI 16.5
- FIA 8853-2016
- FIA 8853/98



A factory made 50mm webbing for the over shoulder HANS Device is permitted but must only be fitted with the HANS Device.

**Safety Harnesses are to be no older than three years past the manufacturer's expiry date. The validity periods detailed herein are subject to the harness being regularly inspected for signs of damage, wear, or aging and remaining in good condition. Any harness showing signs of damage, wear or aging shall be deemed non-compliant.**

(f) No chafed or stretched webbing is permitted. Each competitor must replace any damage or worn safety harness before any competition as required.

(g) Safety harnesses shall not be fastened to seat frames or supports.

(h) Safety harnesses mounting points are to be secured to:

- (i) vehicle frame or chassis
- (ii) vehicle floor, if reinforced with MOT approved backing plates.
- (iii) The harness clips must be wired closed in the correct manner where they clip into

the retaining eyes.

(i) Inertia reel seat belts are not permitted.

(j) Shoulder strap mounting points are to be positioned so that the straps are not more than a 45 degree angle from a horizontal plane extending from the occupant's shoulders (refer Figure 1 page 39.)

(k) Minimum bolt size for fastening restraint hardware to chassis to be 10mm, 7/16 inch or 11mm is the standard recommended size. Fasteners must be Grade 8 or higher or approved seatbelt eyelets.

## 28. NUMBERS AND TRANSPONDERS

(a) All vehicles must clearly display their Competition Number on each side of the vehicle and the rear and on the front facing forward on the bonnet, at all times. It is a competitor's responsibility to ensure that numbers are positioned to remain clearly legible throughout an entire event. The forward-facing number may be smaller if required for placement but must be clear for gridding-up purposes.

(b) Competition Numbers and Class Letter shall conform to the following colours and minimum sizes:

(c) All numbers/class letters are to be BLACK only. Minimum size (30mm continuous brush stroke width, 22cm high) on a FULL WHITE only background minimum size 300mm x 300mm (only your numbers/class letter MUST be on the white background).

A sample/example is illustrated on the last page of this rule book.

(d) The first numeral/letter shall denote the class (e.g. 521 – Class 5, C18 – Challenger).

(e) Competitors competing in more than one class must be registered with ORANZ with a separate number for each class.

(f) Transponders are to be mounted looking down with a clear view of the track mounted between the rear of the driver's seat and the rear axle and out of line of the wheels to prevent rock and mud damage.

## 29. ENGINES

(a) All classes, other than 1, 8, 10, J, K, M, U & S must run a conventional type car engine.

(b) Every vehicle must be fitted with an operational reverse gear (motor driven, electric or internal combustion).

## 30. FUEL

(a) **Junior classes** – Only commercially available Pump fuel with a rating not exceeding 98 octane is permitted, no additives allowed.

(b) **Class 7** – Only commercially available Pump fuel with a rating not exceeding 130 octane is permitted.

(c) **All other classes** – LPG, diesel and commercially available fuel with a rating not exceeding 130 octane is permitted.

(d) Methanol, or any other compressed gasses are NOT permitted.

(e) Any LPG powered vehicle must have a certificate no older than three months.



## **31. FUEL TANKS AND LINES**

### **(a) Classes 1, 3, 5, 7, C, 10, S & U**

- (i) All fuel lines shall be firmly clamped to the chassis or frame.
- (ii) All fuel lines shall be of an approved type.
- (iii) Flexible lines between body/frame/engine shall be securely clamped at each end and free from direct heat or chafing.
- (iv) All in line filters must be constructed of metal.
- (v) No sight level gauges shall be permitted.
- (vi) All carburettors which have a vent opening to the outside of the carburettor must have a system whereby any petrol leakage which can occur is directed to an area which can contain that leakage, e.g. air filter or fuel tank. Any fuel line which forms a part of that system must be of an approved type.
- (vii) All fuel tanks must be fitted with a breather that will not release fuel in the event of a rollover.
- (viii) All fuel tanks to be securely mounted as low as possible within the confines of the main frame. The use of ratchet straps to secure fuel tanks is prohibited.
- (ix) All fuel tanks must be equipped with a filler cap which is fuel-tight and mounted within the confines of the frame. Rubber fuel caps are not permitted.

### **(b) Classes 4, 8, & 9**

- (i) All fuel lines shall be firmly clamped to the chassis or frame.
- (ii) All fuel lines shall be of an approved type.
- (iii) Flexible lines between body/frame/engine shall be securely clamped at each end and free from direct heat or chafing.
- (iv) All in line filters must be constructed of metal.
- (v) No sight level gauges shall be permitted.
- (vi) All fuel tanks and cells to be securely mounted to exclude chafing or twisting. The use of ratchet straps to secure fuel tanks is prohibited.
- (vii) All fuel tanks must be fitted with a breather that will not release fuel in the event of a rollover.
- (viii) All fuel tanks shall have an external leak-proof filler outside of the passenger compartment.
- (ix) Fillers or fuel tanks shall be fitted with a non-returnable breather.
- (x) Fillers must be constructed and situated so that, during refuelling, no fuel can be spilt into the driving compartment.
- (xi) Fuel fillers shall be mounted within the confines of the bodylines.
- (xii) Fuel filler caps shall be of a positive closing nature to prevent accidental loosening from vibration, i.e. must be of twist-fit or locking type.

## **32. CARBURETTORS AND THROTTLE BODIES**

(a) The throttle system must be fitted with two external carburettor/throttle body return springs to ensure the system returns to idle.

(b) All carburettors which have a vent opening to the outside of the carburettor must have a system whereby any petrol leakage which can occur is directed to an area which can contain that leakage e.g. air filter or fuel line. Any fuel line which forms a part of that system must be of an approved type.

(c) All fly by wire accelerator systems must run a 'return to idle in case of failure' arrangement. Most standard do this but there are odd (some Honda and other) units that do not and are not acceptable in the sport.

## **33. OIL LINES, WATER PIPES, RADIATORS**

**(a) Classes 1, 3, 5, 7, 10, C, S & U**

(i) All external oil lines are to be of approved oil resisting pressure hose, securely fixed.

(ii) All water pipes to be securely fixed and of approved types.

(iii) All overflow pipes are to exit well away from the occupants.

(iv) Radiators and oil coolers are to be securely mounted within the confines of the frame. If the radiator and/or oil cooler is mounted within 300mm behind the driving position, a metal or alloy mesh (with a maximum hole size of 15mm) is required in between the radiator and/or oil cooler and occupants.

(v) Radiators must be equipped with approved caps.

**(b) Classes 4, 8 & 9**

(i) All external oil lines are to be of approved oil resisting pressure hose, securely fixed.

(ii) All water pipes to be securely fixed and of approved types.

(iii) All radiators, fans and drive belts shall be contained within a compartment separate to the driving compartment with partitions to prevent the flow of liquids into the driving compartment.

(iv) If the radiator and/or oil cooler is mounted within 300mm behind the driving compartment, all fluid connections shall be fixed away from the occupants. Steel mesh or alloy mesh (with a maximum hole size of 15mm) is required in front of the radiator between the radiator and/or oil cooler and occupants. All care must be taken to prevent any spills of liquids from the radiator and/or oil cooler to the occupants at all times.

(v) Overflow hoses must be directed away from the occupants.

### **34. EXHAUST SYSTEMS**

- (a) All vehicles must be equipped with effective muffler(s). If, while racing, a vehicle is noted to be substantially louder than the others, a noise test may be carried out and, if found to be above the limit, the Chief Technical Officer may request an alteration to the exhaust to lower the noise output.
- (b) All exhaust systems must exit towards the rear of the vehicle and must not extend more than 150mm past the perimeter dimension of the car including the muffler system. The perimeter dimension of the car will be regarded as the back of the engine cage to inner side of the rear wheels for off-roaders and outer rear guards for bodied vehicles. Side exit exhausts mitre cut or bent to face towards the rear of the car is acceptable. Exhausts are not to face directly to the ground causing fire risk.
- (c) Any racetrack that has sound restrictions placed on it, it is up to the competitor to achieve to required decibel readings for that track.
- (d) Each off-road automobile may be subject to a noise emission test prior to starting any event or at any time during an event. The maximum noise emission from any automobile is 95dB(A).
- (e) The testing official shall be deemed a Judge of Fact for the purpose of and in respect of any measurements taken.
- (f) Testing results shall be confidential and only be shared with the affected competitor and/or the event Stewards (for judicial purposes) and/or ORANZ officials.
- (g) Testing is to be carried out with a noise meter which is calibrated to the appropriate New Zealand Standard.
- (h) Testing shall be by the “drive-by” method at an area of the track where the vehicles achieve full throttle.
- (i) The noise meter test position must not be less than 30 meters from the edge of the defined track when measured at an angle of 90° to the line of the track.
- (j) The noise meter shall be positioned on a sturdy base (e.g. tripod), and be isolated as far as is practicable from vibrations. The body of the person/s undertaking the test shall be located at an arm’s length or greater from the meter.
- (k) Background noise, wind, sound systems, walls, and grouping of vehicles, etc, can affect a test, and need to be taken into account.
- (l) The background noise level shall be checked and shall be a difference of 10dB(A) or greater than of the noise source (i.e. automobile tested), otherwise an adjustment in accordance with the following shall be applied:

  - (i) Up to 5dB difference: apply a subtraction of 2dB from the level measured from the source.
  - (ii) Six to 9dB different: apply a subtraction of 1dB from the level measured from the source.
  - (iii) 10dB or greater: no adjustment applied.
- (m) Wind speed must be measured, and if the wind speed is greater than 20km/h, any reading taken in such conditions will be disregarded. Wind speed is to be recorded at a minimum of 15-minute intervals during any testing session.
- (n) Noise meter manufacturer instructions shall be followed in respect to the effect of temperature and/or atmospheric conditions.
- (o) Each reading shall be identified and recorded as emanating from a particular

automobile during any testing session.

## 35. ELECTRICAL SYSTEMS

- (a) All wiring and connections shall be insulated and free from chaffing or direct heat.
- (b) Wiring looms shall be adequately supported and tied.
- (c) Wiring passing through bulkheads shall be surrounded by grommets.
- (d) All vehicles must be fitted with a battery isolator (**Kill Switch**) which, when operated, isolates that total electrical system, including the ignition and charging circuits which, and must shut off the engine. A live supply to the alternator is permitted. This switch must be clearly marked with a red surrounding triangle approximately 75mm x 75mm with the ON/OFF positions clearly marked and in reach of both the driver and passenger when strapped in the vehicle. An external red triangle 75mm x 75mm, or standard motorsport triangle with red lightning bolt in it, is to be placed on the exterior bodywork in closest proximity to the switch.
- (e) All systems shall be fitted with an ignition ON/OFF switch in reach of the driver when strapped in. The battery isolator/kill switch may be used as the ignition switch.
- (f) All vehicles shall be fitted with an adequate warning device, e.g. electric horn. This must be sufficiently loud to the satisfaction of the Tech Inspector or CTO.
- (g) All vehicles must be fitted with a least one rear facing blue solid or strobing LED light. This light must be connected in such a manner that it illuminates automatically at all times the engine is running. The dust light lens must have a minimum area approximately credit card size **and must** be visible from an angle of 45 degrees either side of the longitudinal axis of the vehicle. Multiple lights of a smaller diameter may be mounted immediately adjacent to each other to achieve the similar size.
- (h) The light must be sufficiently bright to the satisfaction of the Tech Inspector or CTO. Orange flashing rearward facing lights are to be used on Track or Roving Marshal vehicles only. Existing non flashing amber lights may remain in place.
- (i) All vehicles competing in Enduro events must be fitted with a forward-facing white spotlight with a minimum sized lamp of 50W or equivalent LED's (approx. 400 Lumens). No coloured forward-facing lights are permitted.
- (j) Electronic aids capable of predicting race direction such as navigation devices are prohibited. This is to include GPS devices with driver/co-driver viewable or audible cue.

## 36. BATTERIES

- (a) **All classes:**
  - (i) All batteries to be securely mounted. No ratchet straps.
  - (ii) Main power cable to be fully insulated.
  - (iii) All batteries to be fitted with leak resistant caps.
- (b) **Classes 4, 8 and 9:**

If contained within the driving compartment, batteries shall be enclosed in a leak-proof container of a non-conductive material, vented externally from the driving compartment. Dry cell and gel batteries are exempt.

## 37. BRAKES

### (a) All classes (except J)

- (i) All vehicles shall be equipped with four wheel braking to enable all wheels to function effectively on braking.
- (ii) All brake lines must be securely fixed to the vehicle.
- (iii) All brake lines to be in good condition – no perished or chafed hoses to be used.
- (iv) All vehicles to be fitted with a dual or tandem brake master cylinder.

### (b) Classes 1, 3, 5, 7, 9, 10, C, S, & U

Independent brakes are optional.

Independent brakes are permitted but must work only on the rear wheels.

### (c) Classes 4 & 8

- (i) All brake lines to be of the non-expanding type.
- (ii) All brake lines shall be securely clamped to the chassis or frame construction.
- (iii) All flexible hoses to be securely clamped at each end and shall be clear of any chafing or direct heat.
- (iv) Two separate flexible hoses may be screwed together with purpose threaded couplings to make a longer hose.

## 38. STEERING AND SUSPENSION

(a) Tilt steering columns shall be permanently locked during the race.

(b) All suspension (front & rear) and all steering components shall be of a safe and acceptable high standard. This standard is at the discretion of the governing body.

## 39. DRIVESHAFTS

A hoop is to be fitted to the chassis at the gearbox end, to stop the drive shaft dropping down and hitting the ground. In the case of 4WD vehicles, a second hoop must be fitted to the chassis or structural part of the vehicle at the front differential end, to prevent the front driveshaft dropping down and hitting the ground.

## 40. WHEELS, TYRES AND TUBES

(a) All wheel rims not fitted with bead lock devices shall have tyres fitted with suitable inner tubes.

(b) Carrying of spare tyres and wheels is optional.

(c) Any spare wheels carried must be bolted to the vehicle frame through at least three stud holes or be attached by an adequate central bolt arrangement through the wheel centre.

(d) It is recommended that wheels be fitted with safety beads.

## **41. BODIES – ALL CLASSES**

- (a) All body panels must be securely mounted to the frame or chassis.
- (b) Hinged doors shall be adequately secured with an operable catch.
- (c) All driving compartments must have a solid floor of material approved by the Chief Technical Officer.
- (d) All race vehicles must have an effective and usable rear vision mirror fitted in all events.
- (e) Classes 4 & 8 and all front-engine vehicles shall run an adequate bonnet.
- (f) The maximum car width shall not exceed 2.5 metres.
- (g) All vehicles must have two points of exit in case of a roll over. The driver and passenger should be able to evacuate the vehicle from a belted position with all safety gear and accessories attached, to stand outside of the vehicle using a reasonable timeframe, using two different routes.

## **42. BONNET FASTENINGS (CLASS 4 & 8)**

Bonnets and engine covers shall be fastened securely at four (4) non-expanding points, i.e. bonnet pins.

## **43. WINDSCREEN/GLASS**

- (a) Screens and windows are optional.
- (b) Screen and windows may be replaced by metal or polycarbonate substitutes.
- (c) All glass screens shall be made of laminated or safety glass.

## **44. LIFTING POINTS**

All vehicles must have somewhere on their structure, two points where they may be lifted, pushed, or towed should they get into a dangerous situation.

## **45. NERF BARS/BUMPERS**

All open-wheeled vehicles must have nerf bars extending at least 2/3<sup>rd</sup> the width of each rear wheel measured from the inside of the rim and positioned as close as possible to the rear wheel. All classes must have front and rear bumpers to be constructed of steel tube no less than 25mm x 2.0mm. All bumpers must be built in fashion where they will not tangle or hook up with another vehicle, all ends must be rounded and capped. No sharp or protruding edges.

## **46. FIREWALLS**

### **(a) Classes 1, 3, 5, 7, 10 & C**

- (i) All vehicles in competition must utilise an all-metal firewall to separate the driver's compartment from any danger of fire from the engine or fuel cell(s).
- (ii) A minimum firewall must extend from the driver's shoulder height to the vehicle floor and body sides.
- (iii) If the rear-mounted fuel tank or cell is higher than shoulder height, the firewall must be extended at least 25mm above the fuel tank or cell.

### **(b) Classes 4, 8, & 9**

All vehicles shall be fitted with an all-metal firewall completely partitioning the passenger and engine compartments so as to prevent flame and liquids entering the

passenger area.

#### **47. ROLL CAGES (Refer to Figure 2 – Figure 9, page 43)**

##### **(a) Classes 1, 3, 5, 7, 9, 10, C, S & U**

- (i) All main frame members are to be a minimum of 1 ½” x 16 gauge ERW mild steel tubing or the equivalent strength. Alternatively, MNZ 38.1mm O.D.
- (ii) 1 ½ inch by 2.5mm wall or Chrome Moly tube of 1 ½ inch diam by .065 inch wall thickness as a minimum.
- (iii) All bracing to be a minimum of 1” x 14 gauge ERW mild steel tubing or of the equivalent strength.
- (iv) All rear hoops are to be a minimum of 1 ½ x 14 gauge ERW mild steel tubing or of the equivalent strength. In addition, the rear roll cage hoop must extend down to the lower frame or torsion bar housing.
- (v) Diagonal bracing of the rear hoops, or gussets to the equivalent design strength, are required.

##### **(b) Classes 4 & 8**

A roll cage shall consist of:

- (i) A main hoop positioned behind the crew seats and **mounted to the vehicle floor (to current MNZ specifications) or chassis.**
- (ii) A front hoop, sufficiently forward to contain the crew, **mounted to the floor or chassis.**
- (iii) At least two interconnecting bars at the outermost extremities.
- (iv) At least two longitudinal rear braces connecting the uppermost corners of the main hoop to the floor or chassis.
- (v) Diagonal bracing **within the main hoop** (refer to page 43 – Figure 2).
- (vi) A diagonal brace is not required in a space-frame construction provided that the frame construction exceeds the requirement of the Rules.
- (vii) CLARIFICATION of DIAGONAL BRACING (refer to page 43 – Figure 2).
- (viii) Diagonal bracing must connect any or all of the following points: Options: Connect A to D, Connect B to C, Connect A to F, Connect B to E.
- (ix) Mounting points E and F shall be in line between G and C, and H and D respectively.
- (x) Mounting points E and F shall be no more than 50% of the distance **back** from C and D along that line described above.
- (xi) It is **strongly recommended** that horizontal side bars, protecting the occupants from sideways impacts, be fitted. These should connect the front hoop and the rear main hoop in a line passing the occupants’ hips or at waist level.
- (xii) The main hoop shall be chassis or floor mounted to the satisfaction of the Chief Technical Officer.
- (xiii) **It is recommended that all cage members are chassis mounted.**

##### **(c) Material**

- a)** All vehicles up to a kerb weight of 1000kg will use a minimum of 25mm nominal bore medium wall steam pipe or RHS for hoops and supports.
- b)** Alternatively, MNZ 32mm O.D. (1 ¼ inch) by 2.5mm wall or Chrome Moly tube of 1 ¼ inch diameter by .065 inch wall thickness as a minimum.
- c)** All vehicles over kerb weight of 1000kg will use a minimum of 32mm medium

wall steam pipe or RHS for hoops and supports. Alternatively, MNZ 38.1mm O.D. (1 ½ inch) by 2.5mm wall or Chrome Moly tube of 1 ½ inch diam. by .083 inch wall thickness as a minimum.

**d)** An exception to (a & b) applies to fully space-frame constructed vehicles where 2mm walled tubed (mild steel) shall be the minimum requirement.

**e)** MNZ tube to be 2mm, Chrome Moly tube to be .065 inch.

**f)** Aluminium tube may be used for roll cage construction and it will be two sizes greater than material used for steel construction.

**g)** All bolts shall have a minimum of one thread showing through the fixing nut. All fastenings shall be fitted with locking washers, tabs or spring washers to prevent loosening under vibration.

**h)** All bolts will be minimum 10mm (3/8") diameter high tensile steel, with hexagonal heads and shall be secured with hexagonal nuts. Where cap screws are used, they will be minimum 10mm (3/8") diameter high tensile steel and shall be secured with hexagonal nuts.

**(d) Fabrication**

**a)** No part of the structure shall show evidence of crimping; wall failure, or section weakening, and bends should be smooth and continuous nature.

**b)** All welding shall be of the highest possible quality with maximum penetration.

**c)** Joints in the main structure are not recommended and should be avoided. If it is necessary to make a joint in the main structure then the joint shall be sleeved, especially if butt-welded, to prevent shearing of the joint. A muff connection (Figure 3 – page 43) may also be used under these conditions.

**(e) Removable Connections**

**a)** In cases where removable connections are incorporated in the roll cage design, they must be one of the following types:

**b)** The muff connection (Figure 3 – page 43).

**c)** A tongue and gusset connection (Figure 4 – page 43). In this case, the tongue and gusset will be made from minimum 6mm (1/4") plate.

**d)** A twin lug connection with axis working under double shearing conditions (Figure 5 – page 43).

**e)** An Interlocking Weld in Tube Clamp (Figure 6 – page 43).

**f)** Where clamps are used to secure parts of the roll cage, a bolt or cap screw is to pass through the clamp to resist sliding.

**(f) Mountings**

**a)** The roll cage attachment points and surrounding area of the body or chassis shall be of a strong nature and shall be free of rust, corrosion and cracks.

**b)** One of the following approved methods shall be used for the mounting of the roll cage:

(i) The twin lug connection (Figure 5 – page 43).

(ii) The roll cage may be welded directly to the chassis and it is recommended that it be gusseted to a bearing area of 232 sq. cms. (36 sq. in.) per mount.

(iii) The roll cage may be welded to a plate which in turn is bolted to the chassis to facilitate roll cage removal. The plate shall have an area of 232 sq. cms. (36 sq. ins.) minimum, a thickness of 3 mm (1/8"), and be attached with a **minimum** of four bolts or cap screws. A backing plate should be used where possible.

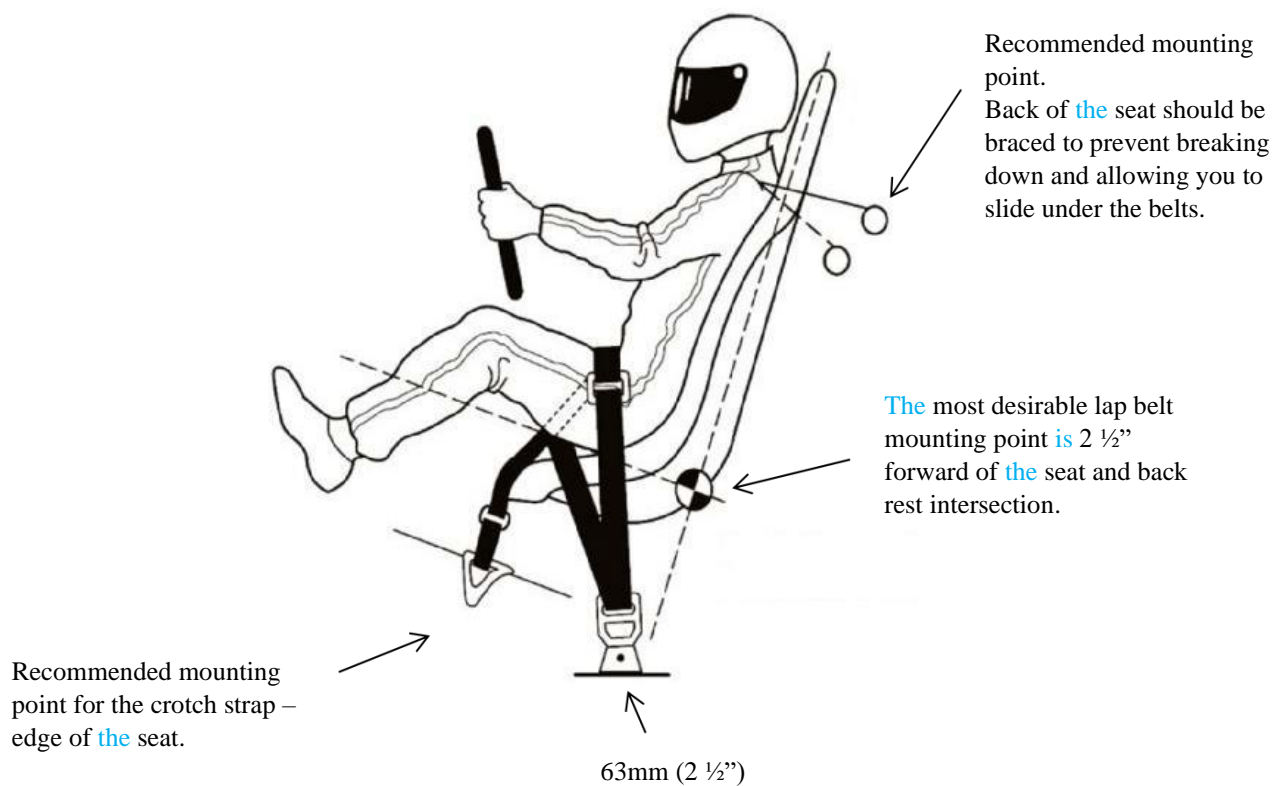


(iv) When mounts are not part of the vehicle's chassis and are mounted to body panels, there is to be a minimum area of 232 sq. cms. (36 sq ins.) per mount of 5mm (3/16") plate and of the shape (silhouette) as the mounting plate shall be attached, so as to sandwich the body panel, with a minimum of four bolts or cap screws. **Where aluminium is used**, the plates shall be a minimum thickness of 10mm (3/8") and a minimum area of 232 sq. cm (36 sq. in.).

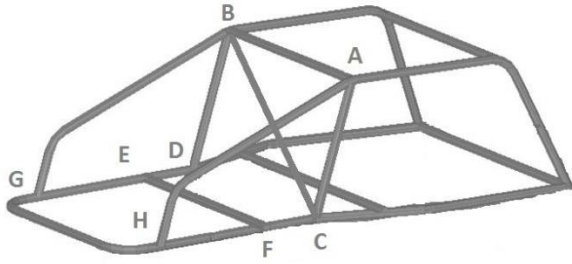
(v) Any rubber mount used in the roll cage design shall be enclosed by a steel case to prevent tearing of the mount and possible roll cage separation.

(vi) **Space frame vehicles** – where the roll cage is part of the vehicle frame, the principals of Rule 47. (b) (i – xiii) shall be adhered to.

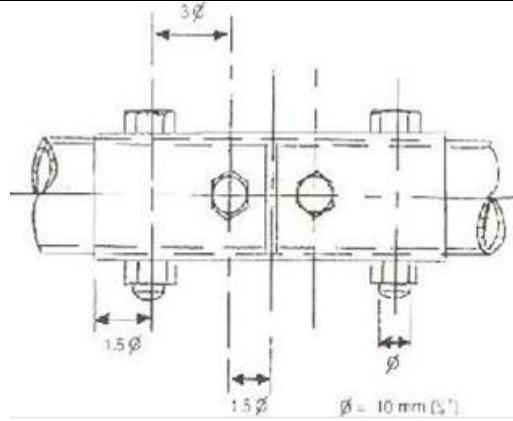
**Figure 1 – Seats and Restraints**



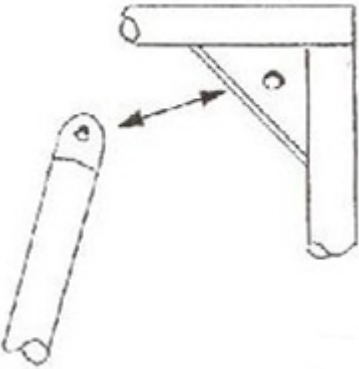
**Figure 2 – Diagonal Bracing**



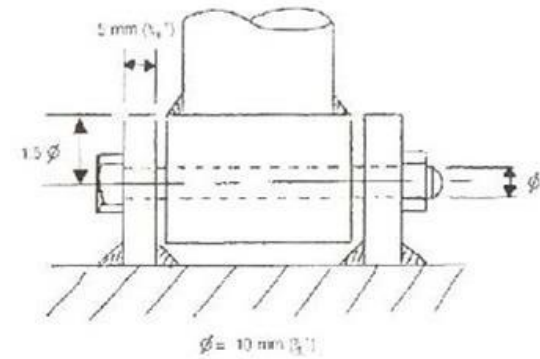
**Figure 3 – Muff Connection**



**Figure 4 – Tongue and Gusset Connection**



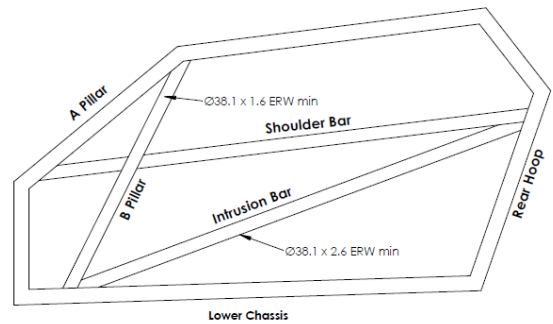
**Figure 5 - Twin Lug Connection**



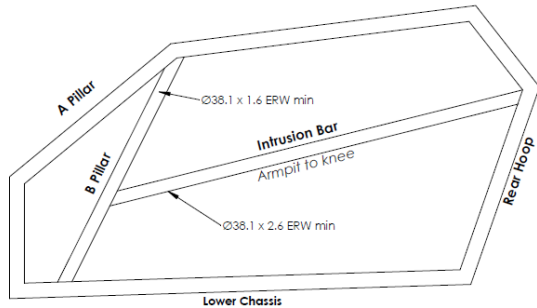
**Figure 6 - Interlocking Weld in Tube Clamp**



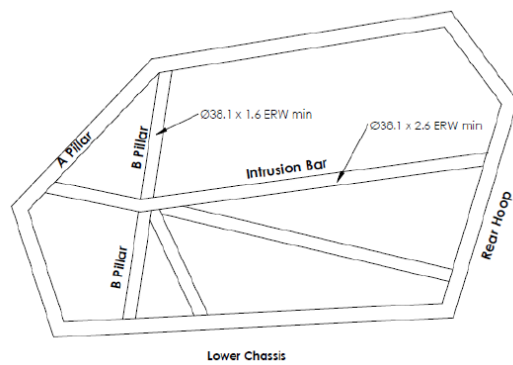
**Figure 7 – UTV Example 1**



**Figure 8 – UTV Bare Minimum**



**Figure 9 – Accepted Polaris Design**



## RULES PERTAINING TO INDIVIDUAL CLASSES

### BUGGY CLASSES

Any person deliberately attempting to campaign a vehicle in contravention of these rules and the spirit of any class will be dealt with by a ruling of the Chief Steward.

#### 48. CLASS 1

(a) A rear or mid-engine vehicle using independent rear suspension (no straight axles) with the driver's seat in front of the engine and gear box but not exceeding 70% of the wheel base length forward of the rear axles as measured from the centre of the rear wheels to the front edge of the seat. All vehicles must have four wheels and be rear wheel drive.

(b) **1651cc to unlimited** engine displacement.

(c) Any engine modifications permitted.

(d) This class includes all turbocharged, supercharged and rotary engines from Classes 3, 5, C and 7.

#### 49. CLASS 3

(a) A rear or mid-engine vehicle using independent rear suspension (no straight axles) with the driver's seat in front of the engine and gear box but not exceeding 70% of the wheel base length forward of the rear axles as measured from the centre of the rear wheels to the front edge of the seat. All vehicles must have four wheels and be rear wheel drive.

(b) **0 – 1650cc** engine displacement.

(c) Any engine modifications permitted except turbocharging and supercharging.

#### 50. CLASS 5

(a) A rear or mid-engine vehicle using independent rear suspension (no straight axles) with the driver's seat in front of the engine and gear box but not exceeding 70% of the wheel base length forward of the rear axles as measured from the centre of the rear wheels to the front edge of the seat. All vehicles must have four wheels and be rear wheel drive.

(b) **0 – 1332cc** engine displacement.

(c) Any engine modifications permitted except turbocharging or supercharging.

#### 51. CLASS C – CHALLENGER CLASS

(a) A rear-engined vehicle using independent rear suspension (no axles) with the driver's seat in front of the engine and gear box but not exceeding 70% of the wheel base length forward of the rear axles as measured from the centre of the rear wheels to the front edge of the seat. All vehicles must have four wheels and be rear wheel drive.

(b) **V.W.** air-cooled engine, **125 – 1641cc** engine displacement with **69mm** crankshaft stroke, any modifications with the exception of turbo or supercharging permitted.

(c) **Carburettor** – Pict 34 single throat with the choke venturi not exceeding 26 mm at its narrowest part. No force venting permitted.

#### **(d) Front Suspension**

##### **(i) Front Beam:**

- a) Must be original **VW Type 1**.
- b) Unwanted brackets may be removed.
- c) Original shock towers may be reinforced or replaced with tubular construction. The shock mount position must remain unchanged and the measurement between the centre of the top shock mount bolt hole to the centre of the bottom shock mount stud is not to exceed 390mm. The measurement from the top of the upper torsion beam against the shock tower will be 195mm, plus or minus 5mm, to the upper shock mount bolt hold.
- d) Shock travel must remain standard, with measurement not exceeding 390mm between the centre of the original shock mount bolt to the centre of the bottom arm original shock mount bolt.
- e) Torsion arm rubber stops (travel stops) may be removed. Torsion arm stops (travel stops) may be altered in shape or shaped to a chisel point so long as the 390mm measurement from the centre of the top shock mount attachment to the **bottom** shock mount attachment is maintained with the suspension fully extended.
- f) Front beam may be welded or bolted into the frame.
- g) Centre torsion clamps cannot be repositioned.
- h) Front beam bushes may be replaced with after-market bushes.

##### **(ii) Torsion Leaves**

- a) Must be original VW Type 1.

##### **(iii) Torsion Arms**

- a) Must be or maintain original **VW Type 1** (no reinforcing) dimensions.
- b) Bottom shock stud is allowed to be sleeved or replaced with larger diameter provided the original stud hole diameter is unchanged (stepped diameter stud).
- c) An alternative torsion arm with the following critical dimensions the same as the original **VW Type 1** are permitted.
  - (i) Length – centre of beam to centre of link pin hole.
  - (ii) Offset – distance from the mating face at the beam end of the mating face of the king pin carrier, measured parallel to the beam.
  - (iii) Spigot – outside diameter and length.
  - (iv) Link pin hole – diameter.
  - (v) Location of shock mount – centre of beam to mount position and offset from the mating face at the beam end to the mount position.

##### **(iv) King Pin Carrier and Front Spindle**

- a) King pin carriers must be original **VW Type 1** with reinforcing allowed or EMPI Part no. E-17-2563 assembly may be used.
- b) King pin and king pin bushed may be replaced with aftermarket units so long as the original **VW Type 1** dimensions are retained.
- c) Link pin bushes may be replaced with aftermarket units provided the original **VW Type 1** outside diameter is retained.
- e) Front spindles must be original **VW Type 1** and may be reinforced by sleeving over the bearing area or aftermarket combo spindles are allowed.
- f) Front spindle tie rod arms may be drilled or replaced to allow for larger tie rod ends or the use of rose joints. Strengthening of the arms is permitted.

- g) Bearings and brakes open. The brakes must be functional.
- h) The speedo cable hole may be welded or pinned and welded for increased strength.
- (e) Gearbox**  
Any V.W swing-axle (transaxle) gearbox. Gear and differential ratios – open.
- (f) Frame**  
Single or two seats – optional.

## 52. CLASS 7

**(a)** A rear or mid-engine vehicle using independent rear suspension (no straight axles) with driver's seat in front of the engine and gear box but not exceeding 70% of the wheel base length forward of the rear axles, as measure from the centre of the rear wheels to the front edge of the seat. All vehicles must have four wheels and rear wheel drive.

**Suspension and transmission open, as per Class 5 Rules.**

Specifications as follows:

**(b)** Any standard single carburetted car engine up to 1000cc, fitted with original factory carburettor and jets as originally fitted, or any combination of homologated VW 1200 engine part is acceptable.

**(c)** VW engines that can be used are:

### **36 HP engines**

Engines no.'s 1-195-282 to 3-912-914  
20-945-526 to 20-1277347  
122-001-986 to 122-74000

(Note: 36 HP engines cannot be converted to 41.5 HP specifications)

### **41.5 HP engines**

Engine no.'s 5-000-001 to 9-800-000  
122-74001 to D1430280

Certain non-standard combinations of older and later parts in conjunction with permitted modifications may result in failure to meet the required specifications in the following paragraphs. In such cases the specifications take precedence, regardless of the legality of the individual parts.

### **(d) Carburettors**

- (i)** Carburettors must be 28 PICT as originally fitted to 1200VW engines or optional an H 30/31 PICT 3 carburettor choked to 28mm.
- (ii)** Choke shafts and butterflies may be removed, and resulting holes may be plugged.
- (iii)** All other relating parts and jets to remain standard.
- (iv)** Air filters are optional.
- (e)** Inlet manifold shall be standard VW 1200 as originally fitted to VW 1200 power plant.
- (f)** Exhaust system is of free choice so long as it meets the requirements as set down in the Rules regarding position inside of frame and the use of spark arresters at certain events.
- (g)** The flywheel must be standard VW, not lightened.
- (i)** Eight dowelling pins may be used.

- (ii) An 'O-ring may be fitted to the flywheel by machining a groove in the flywheel and using the VW 'O-ring.
- (h)** Balance of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance. (i.e. one piston etc., shall remain standard).
- (i) Connecting rods: Polishing is prohibited and the only machining permitted is to achieve balance. Minimum connecting rod weight 470 grams.
- (ii) The crankshaft may be ground and the case may be machined to accommodate the use of standard factory oversize/undersize crankshaft bearing provided the crankshaft location is not changed.
- (i)** Polishing of the intake and exhaust ports provided polishing does not enlarge the exhaust ports beyond 33mm inside diameter, and the intake port beyond 29mm inside diameter.
- (i) The inlet port may be reclaimed by argon welding and machined back to standard angles.
- (ii) The intake manifold recess for retaining 'O-rings may be enlarged to accept the late model d-type 'O-ring.
- (j)** Cooling duct components shall remain standard type VW 1200. Removal of brushers, brush-holders and field coils from the generator permissible. Removal of the voltage regulator when fitting an alternator.
- (k)** The use of any standard VW oil pump which can be fitted without alteration of the engine case are permitted.
- (l)** The following standard dimensions and tolerances of engine components shall be observed:
  - (i) Bore 77 mm or 1st oversize 77.5mm or 2nd oversized 78mm.
  - (ii) Stroke 64mm plus or minue 0.01mm.
  - (iii) The combustion chamber must retain a minimum of 39cc.
  - (iv) Minimum depth top of cylinder barrel to top of piston 1mm. The above dimension may be achieved by machining any previously machined surface or by placing shims under the barrels, provided that the total surface is machines on the same plan as the previously machined surface.
  - (v) The ring groove on the piston can be modified to accept a ring insert to allow for reclamation of the piston. Compression rings must be 2.5mm width and standard VW configuration, but of any make. 2mm piston rings allowable. Teflon buttons may be used instead of gudgeon pin clips.
- (m)** The use of any standard VW clutch of the same diameter that can be fitted without alteration to the transmission or flywheel is permissible.
  - (i) The operation of the clutch mechanically or hydraulically is optional.
  - (ii) The make of the clutch lining is optional.
- (n)** The installation of baffles housed completely within the original oil sump and crankcase is permissible.
- (o)** Oil galleries in the crankcase may be enlarged and fitted with threaded end plugs.
- (p)** The following dimensions must be observed:
  - (i) Inlet valve diameter 30mm or 31.5mm.
  - (ii) Exhaust valve diameter 28mm or 30mm.
  - (iii) Valves may be polished.

- (q) The crankcase may be machined to permit the use of standard VW camshaft bearing inserts, provided that camshaft location is not changed.
- (r) The fan belt must be in position and fully operational.
- (s) The use of any oil cooler and/or oil filter permissible. Location of the oil cooler and/or filter may be as desired.
  - (i) An additional oil cooler may be used.
  - (ii) The cover plate of the oil pump may be modified or replaced so that oil pipes and oil filter can be directly attached.
- (t) Camshaft shall remain standard. Valve timing with valve clearance of 1mm (.040") shall be:
  - Intake opens 4 deg BTDC or 6 deg BTDC
  - Intake closes 32 deg ABCD or 35 deg 30' ABDC
  - Exhaust opens 41 deg BBDC or 42 deg 30' BBDC
  - Exhaust closes 1 deg ATDC or 3 deg ATDC
- (u) The use of the following non-standard replacement parts is permitted providing there is no **unauthorised** modification of any other component:
  - (i) Fasteners (nuts, bolts, screws, etc.).
  - (ii) Wiring.
  - (iii) Gaskets and seals.
  - (iv) Spark plugs.
  - (v) Valve guides.
  - (vi) Fan belt.
  - (vii) Pushrod tubes.
  - (viii) Electrics are optional – 6 or 12 volts.
  - (ix) Sand seal power pulley.
  - (x) Oil coolers and filters.
  - (xi) Air filters.
  - (xii) Exhaust systems.
  - (xiii) Rocker covers.
  - (xiv) Centrifugal advance distributor.
- (v) This class is to be run in the spirit in which it is formed, that is to provide an affordable, entry level class with each vehicle having similar performance. Any person deliberately attempting to campaign a vehicle in contravention of **these** Rules and the spirit of this calls will be dealt with by a ruling of the Chief Steward.

### 53. CLASS 10

This class includes all off road vehicles not powered by a conventional production type car engine.

- (a) A rear or mid-engine vehicle using independent rear suspension (no straight axles) with the driver's seat in front of the engine and gear box but not exceeding 70% of the wheel base length forward of the rear wheels to front edge of the seat. All vehicles must have four wheels and be rear wheel drive.
- (b) 0 – 1500cc engine displacement.
- (c) Any engine modifications permitted.
- (d) Turbo or supercharging not permitted.
- (e) Window nets on side opening to restrain arms from exiting the vehicle in case of

accident are to be fitted. These must be a simple release arrangement to allow either the competitor or marshal to open easily. Alternatively, a bar running from shoulder height to lower front window height.

## 54. CLASS U – UTV

**Production UTV presently competed. Factory production releases of UTV up to 1000cc engine capacity.**

Note: these rules are to pertain to all brands of similar type vehicles and are not exclusive to any particular brand.

**(a) SPECIFICATION:** Restricted to mass produced UTV type recreation vehicles. Vehicle makes and models to be inspected and passed by the ORANZ Chief Technical Officer or delegated person before the type/model is eligible to compete. Each model will be provided with a list of safety enhancements pertaining to that type of vehicle which shall be presented with the logbook at the Annual Compliance check.

**(b) Engine:** Engine size up to a maximum 1000cc for naturally aspirated engines. No turbos or supercharges. The engine must be the production engine that come from the manufacturer; retro fits are not permitted. Aftermarket air cleaners and exhausts are permitted but must be bolt on accessories designed for the vehicle. No internal or external modifications are permitted on the engine. Engine to be as factory supplied.

**(c) Transmission:** Transmission and diff(s) to remain stock and vehicles must have an operational reverse gear. Axles may be strengthened, or aftermarket axles used provided parts are the same dimensions as original parts. Clutches are to remain factory stock items, but clutch springs and shoes are free. Replacing square pucks on the outside of the clutch with rollers is acceptable. Clutch cooling is **optional**. No other modifications to the clutch are permitted.

**(d) Chassis:** Must remain stock except for reinforcing for safety reasons required by ORANZ at the time of type approval for racing or subsequently on the recommendation of the Chief Technical Officer.

**(e) Suspension:** Vehicles must retain the original suspension design, number of shock absorbers and dimensions (e.g. wheelbase and width). Aftermarket springs and shock absorbers may be used but must not alter the original suspension travel. Suspension arms may be strengthened, or aftermarket parts are permitted provided parts are the same factory length and dimensions as original parts. Front and rear sway bars are free.

**(f) Wheel width** is to be measure from hub flange to hub flange with wheels off and not to exceed 1.420m. Overall wheel width not the exceed 2.000m measured outside to outside of wheels normally inflated.

**(g) Coachwork:** The original coachwork is to remain including all safety features included by the manufacturer. Extra mudguards may be fitted. It is essential that protective nerf bars be fitted with at least 2/3rds of the rear tyre width or anywhere that sharp edges are present. Protective panels such as under body protector, roofs or A-arm protectors etc, may be fitted. **Side panels to fully cover the door openings, are** to be fitted and side intrusion bars must be included from armpit to knee line to forward chassis member, made of minimum 2.5 wall thickness tube no less than 8mm



in diameter of existing chassis tube. At least one rear vision mirror is compulsory. Window nets on side opening to restrain arms from exiting the vehicle in case of accident are to be fitted. These must be a simple release arrangement to allow either the competitor or marshal to open easily. UTV passenger seat as supplied by manufacturer for the model to be retained in the original position.

**(h) Roll Cage:** A standard or retro fitted top roll cage, a “V” in the front windscreen areas of no less than 32mm x 2mm wall is required. Diagonal bracing in the rood is to be fitted. At least one diagonal in either the rear hoop or back stays must be fitted. A tube from the top “A” pillar bend down to the lower chassis to be fitted. Headache bars must be fitted or retro fitted roll cage of superior strength design to give adequate helmet clearance and protection. Welding to be carried out by a competent tradesperson. Pipe or tube must be of sufficient wall thickness to take significant side impact and wall thickness and tube diameter must be as per ORANZ Rules for roll cages (Rule 47). Bolt holes in the roll cage tubing is not permitted unless as from manufacturers production.

(i) Headache bars must be fitted – these protect the occupant’s heads as pictured. (3p).

(ii) Rear cage must be fitted similar to one pictured below. (1p).

(iii) Front nudge bar (bush bar) must be fitted. (4p).

(iv) Front V bar must be fitted similar to picture. (2p).

(v) Harness retaining clamps must be fitted; (5p) or seat belts placed through seats must pull down on the occupant.

(vi) Nerf bars must be fitted. (6p).

(vii) The only removable connections that are allowed in the driver and passenger role cage enclosure are in the side intrusion bars. A total of 4 only, and must be of the interlocking tube clamp design. (See Rule 47 Roll Cages: Figure 6).

(viii) **Anti-front wheel intrusion into driver and passenger footwell: To prevent the tire or wheel from entering the driving compartment in the event of a breakage or accident, the following additions to the frame must be undertaken.**

**Upper protection: In the front upright portion of footwells directly behind front wheels, add a minimum size (larger is better) 25mm x 2.0mm tube from both sides of the vehicle in towards the centre. This must weld of bolt to 25mm x 2.0mm tube minimum which is part of the original chassis or an addition to the original chassis.**

**Lower protection: A tube 25.4 x 2.0mm minimum, must be fitted in front of and below the occupant’s feet running at the outermost point of the plastic running from left to right and can be fitted either in front or behind the footwell wall, but must attach to the chassis. This must not be able to bend up and inwards. It may be this has to be a bolt in part in which case it must be held at each end with 2 x m8 grade 8 bolts with an approved connection as per figure 7 or figure 8 above. If figure 7, then the through bolt shall be 10mm. This applies to all brands, however, the standard Can Am X3 already has sufficient protection.**

1P



2P



3P



4P



5P



6P



**(i) Wheels and Tyres:** Wheels and Tyres are open. Adapter plates/Spacers to allow fitment of aftermarket rims are permitted but must fall within Rule 54 (f).

**(j) Radiator:** May be upgraded but must be mounted within the body frame or within the roll cage. Protective guards may be fitted. Driver and passenger to be protected, refer to Rule 33(a).

**(k) Steering:** Manufacturer's original specification is to remain. Aftermarket steering wheels may be fitted but must be securely fastened. Tilt steering columns are permitted if part of the vehicles original specification but must be securely locked into position. These are to be checked at scrutineering. Steering 'quickeners' are not permitted.

**(l) Fuel tanks:** Original makers fuel tank to be installed

*Note: at this time, no additional fuel tank may be fitted in this class. The only permitted increased in fuel capacity is by running a manufacturer's supplied aftermarket tank in the original position.*

**(m) Firewall:** Original firewall to be in place but may require alternation if deemed

necessary by the Chief Technical Officer.

**(n)** Electrics: The ignition key may not be used as the battery isolating switch. An additional battery isolating switch is to be fitted to completely isolate the electrics at any given time including engine stopping. **The battery isolation switch is to be fitted in reach of the driver, passenger and from outside the vehicle. The battery isolation switch is to be clearly identified.**

**(o)** Battery is to be a sealed type or a non-spill type when inverted.

**(p)** All other ORANZ Rules pertaining to general racing requirements (dust lights, tow rope, harnesses, first aid kit, fire extinguisher, seats, horn, clothing and footwear, battery etc), are applicable to this class.

## **55. CLASS U – UTV – SINGLE SEATER POLARIS RS-1**

Please check [www.oranz.co.nz](http://www.oranz.co.nz) for any bulletins and updates prior to manufacture.

**(a)** The factory roll cage cannot be used in ORANZ competition. A custom fabricated replacement must be built to these specifications. All tubing shown in the specifications (see Rule 55, Figures 1-3) must be fitted in the exact locations plus or minus 10mm.

**(b)** The factory clamps or aftermarket replacements must be used, along with the factory supplied grade 9 bolts. No cutting of the chassis below the clamps. The factory clamps can be cut off the OEM roll cage approx. 50mm above the welds and then machined down to the inside dimension of your new tube to form a clean spigot it will slip over. This means you will machine all the remaining OEM tube away and the old weld leaving a clean chamfered edge on the clamp to re-weld onto. Two opposing 10mm Rosette welds per joining through the tube and onto the clamp spigot.

**(c)** Minimum tube is to be 38.1mm x 2.5mm MSNZ-Q29 Roll Cage Tube or Chrome Moly 4130 1 ½ inch x .083 inch.

**(d)** 44.5mm x 2.5mm Roll Cage Tube or Chrome Moly 4130 1 ¾ inch x .065 inch is also acceptable.

**(e)** Welding is to be of the highest quality MIG type. 4130 preferably use TIG.

**(f)** Bracing is 25.4mm x 2.0 ERW minimum.

**(g)** Seatbelt bar is to be fitted in accordance with ORANZ Rule 47 – Figure 1 – Seats and Restraints. This may necessitate removal of some plastic tray to get it lower to suit the driver.

**(h)** Main Roll Bar height is 930mm from the datum point to the centre of the tube plus or minus 50mm, this is to be parallel with the shoulder bar.

**(i)** There is to be a minimum of 90mm clearance from the bottom of the cage to the top of the helmet.

**(j)** The shoulder bar should sit low on the body at the front, some plastic has to be removed. The rear must be within 20mm of the clamp weld.

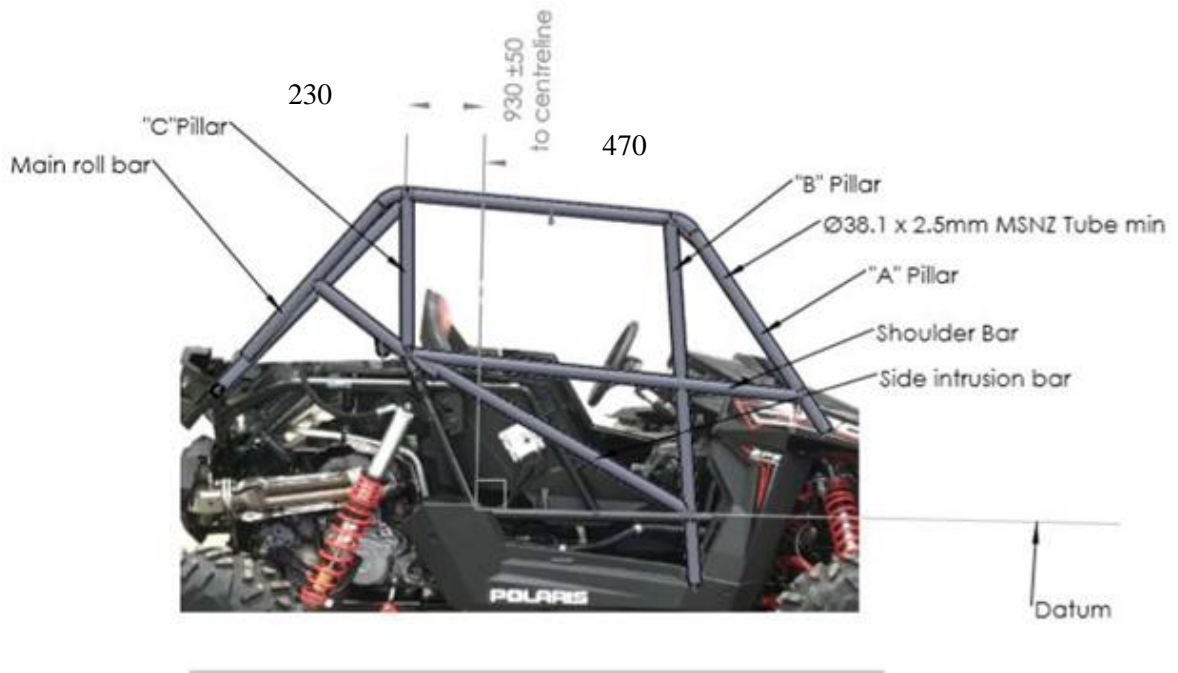
**(k)** B Pillar top to the centreline, bottom is to touch the nerf bar bracket and must form a straight line when viewed from the side.

**(l)** Rear reinforcing bar to be fitted just below the clamps.

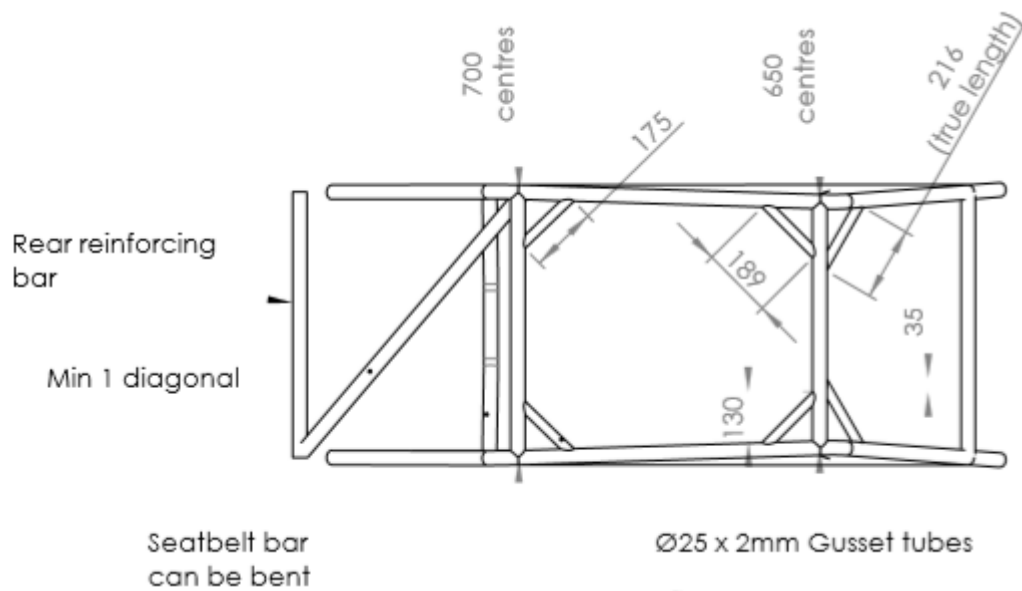
**(m)** Roll Cage:

*Note: these are the minimum requirements, more can be added.*

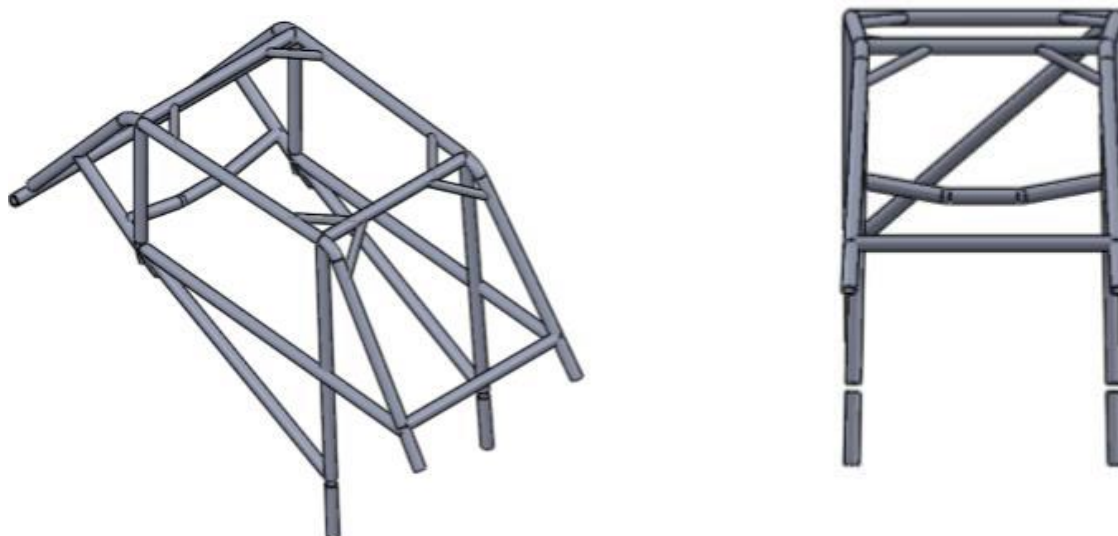
**Figure 1 – Polaris RS-1 roll cage layout**



**Figure 2 – Polaris RS-1 roll cage specifications**



**Figure 2 – Polaris RS-1 roll cage structure required.**



(i) **Anti-front wheel intrusion into driver and passenger footwell:** To prevent the tire or wheel from entering the driving compartment in the event of a breakage or accident, the following additions to the frame must be undertaken.

**Upper protection:** In the front upright portion of footwells directly behind front wheels, add a minimum size (larger is better) 25mm x 2.0mm tube from both sides of the vehicle in towards the centre. This must weld or bolt to 25mm x 2.0mm tube minimum which is part of the original chassis or an addition to the original chassis.

**Lower protection:** A tube 25.4 x 2.0mm minimum, must be fitted in front of and below the occupant's feet running at the outermost point of the plastic running from left to right and can be fitted either in front or behind the footwell wall, but must attach to the chassis. This must not be able to bend up and inwards. It may be this has to be a bolt in part in which case it must be held at each end with 2 x m8 grade 8 bolts with an approved connection as per figure 7 or figure 8 above. If figure 7, then the through bolt shall be 10mm. This applies to all brands, however, the standard Can Am X3 already have sufficient protection.

## **56. CLASS S – UTV MODIFIED DIVISION**

This class encompasses modified engines up to 1500cc or factory production turbo releases of UTV up to 1000cc engine capacity.

**(a) SPECIFICATION:** Restricted to mass produced UTV type recreational vehicles. Vehicle makes and models to be inspected and passed by the ORANZ Chief Technical Officer or delegated models to be inspected and passed by the ORANZ Chief Technical Officer or delegated person before that type/model is eligible to compete. Each model will be provided with a list of safety enhancements pertaining to the type of vehicle which shall be presented with the logbook at the Annual Compliance Check.

**(b) Engine:** Engine size up to 1000cc for turbo engines and 2000cc for naturally aspirated engines. The engine must be based on the production engine that come from the manufacturer, retro fits are not permitted. Turbo type, boost pressure, ECU mapping and ECU are open. Aftermarket air cleaners, snorkels and mufflers are per Rule 34. A bolt on turbo kit can be fitted to a production-based turbo engine or a non-turbo based naturally aspirated engine UTV. The only internal medication allowed to the engine is head gasket and de-compression plate plus change of head studs to lower the factory compression.

Naturally aspirated UTV engines are permitted to have modifications to both internal and external components to a maximum of 1500cc. No NOS or other gas additives are permitted. **Normally aspirated engines over 1500cc are to have no internal modifications and use the stock header on the exhaust.**

**(c) Transmission:** Transmission and diff(s) to remain stock and vehicles must have an operational reverse gear. Axles may be strengthened, or aftermarket axles used provided parts are the same dimensions as original parts. Clutches, clutch springs and shoes are free. Clutch cooling is optional. No other modifications to the clutch are permitted.

**(d) Chassis:** Must remain stock except for reinforcing for safety reasons required by ORANZ at the time of type approval for racing, or subsequently on the recommendation of the Chief Technical Officer.

**(e) Suspension:** Vehicle must retain the original suspension design, and number of shock absorbers. Aftermarket springs and shock absorbers may be used. Suspension arms and links may be strengthened and/or aftermarket parts are permitted. Wider aftermarket suspensions arms, links or components can be added but the wheelbase must remain within 100mm of the stock dimension. The top shock mount may **only** be moved out, but only up to the same distance as the arm has been increased in length. This is to be achieved by only a CTO approved bolt on aftermarket part. Front and rear sway bars are free.

**(f) Wheel width** is to be measured from hub flange to hub flange with wheels off. Wheel base is to be measure from front hub centre to rear hub centre. Wheel width not to exceed 2.000m measure outside to outside of wheels normally inflated.

**(g) Coachwork:** The original coachwork is to remain including all safety features included by the manufacturer. Extra mudguards may be fitted. It is essential that protective nerf arms be fitted which protect at least 2/3rds of the rear tyre width or anywhere that sharp edges are present. Protective panels such as under body protector, roofs or A-arm protectors etc. may be fitted. **Side panels to fully cover the door openings** and side intrusion bars must be included from armpit to knee/foot line to forward chassis member, made of minimum 2.5 wall thickness tube no less than 8mm in diameter of existing chassis tube or a “V” pattern from shoulder rail to floor pan rail. At least one rear vision mirror is compulsory. Window nets on side openings to restrain arms from exiting the vehicle in case of accident are to be fitted. There must be a simple release arrangement to allow either the competitor or marshal to open easily. UTV passenger seat as supplied by manufacturer for the model to be retained in the original position.

**(h) Roll cage:** A standard or retro fitted top roll cage must have a “V” in the front windscreen area of no less than 32mm OD x 2mm wall, plus diagonal bracing in the

roof, and at least one diagonal in either the rear hoop or back stays. A tube from the top “A” pillar bend down to the lower chassis must be installed (see Rule 47 – Roll Cages). Headache bars must be fitted or retro fitted roll cage of superior strength design to give adequate helmet clearance and protection. Minimum roll cage tube diameter, wall thickness, material specification with driver and passenger head clearance is listed in Rule 25 (e).

(i) Headache bars must be fitted – these protect occupants heads as pictured. (3p).

(ii) Rear cage must be fitted similar to the one pictured above. (1p).

(iii) Front nudge bar (bush bar) must be fitted. (4p).

(iv) Front V bar must be fitted similar to picture. (2p).

(v) Harness retaining clamps must be fitted, (5p) or seatbelts placed through seats must pull down on the occupant.

(vi) Nerf bars must be fitted. (6p).

(vii) The only removable connections that are allowed in the driver and passenger roll cage enclosure are side intrusion bars. A total of 4 only, and must be of the interlocking tube clamp design (see Rule 47 – Roll Cages: Figure 6).

(vii) **Anti-front wheel intrusion into driver and passenger footwell: To prevent the tire or wheel from entering the driving compartment in the event of a breakage or accident, the following additions to the frame must be undertaken.**

**Upper protection: In the front upright portion of footwells directly behind front wheels, add a minimum size (larger is better) 25mm x 2.0mm tube from both sides of the vehicle in towards the centre. This must weld of bolt to 25mm x 2.0mm tube minimum which is part of the original chassis or an addition to the original chassis.**

**Lower protection: A tube 25.4 x 2.0mm minimum, must be fitted in front of and below the occupant’s feet running at the outermost point of the plastic running from left to right and can be fitted either in front or behind the footwell wall, but must attach to the chassis. This must not be able to bend up and inwards. It may be this has to be a bolt in part in which case it must be held at each end with 2 x m8 grade 8 bolts with an approved connection as per figure 7 or figure 8 above. If figure 7, then the through bolt shall be 10mm. This applies to all brands, however, the standard Can Am X3 already have sufficient protection.**

**(i) Wheels and Tyres: Wheels and Tyres are open. Adapter plates/Spacers to allow fitment of aftermarket rims are permitted but must fall within Rule 56 (f).**

**(j) Radiator: May be upgraded but must be mounted within the body frame or within the roll cage. Protective guards may be fitted. Driver and passenger to be protected.**

**(k) Steering: Manufacturers original mounting points are to remain but can be reinforced. Aftermarket steering wheels may be fitted but must be securely fastened. Tilt steering columns are permitted if part of the vehicle’s original specification but must be securely locked into position. Steering Multipliers, racks and upgraded steering components are permitted. These are to be checked at the Annual Compliance Check.**

**(l) Fuel Tanks: Original fuel tank(s) and/or additional fuel tank may be fitted. Additional fuel tanks must fit within the confines of the roll cage/frame and be fastened to the chassis in a secure and safe manner. Additional fuel tanks can be fitted in the driver/passenger compartment. This is subject to a firewall separating the tank from the driver/passenger that will prevent fuel from entering the occupant’s area in**

the event the tank ruptures of a hose/fitting failure. The fuel filler is to be located on the outside of the vehicle and not within the occupant's compartment.

Fuel must not be able to enter the driver compartment at the time **refuelling**.

Additional splash guards may be required. All fuel tanks **are** to be fitted with a non-return breather to prevent spillage in the event of roll over. Maximum capacity of any combined fuel tank **is** not to exceed 85 litres in total. Additional fuel tanks if used must be fitted prior to the Annual Compliance Check and noted within the logbook. Any additional fuel tank is to follow the firewall rule (Rule 30 (a) (i to v and vii to ix)) plus Rule 45 (a) (i and iii).

**(m)** Firewall: Original firewall to be in place but may require alteration if deemed necessary but the Chief Technical Officer.

**(n)** Electrics: The ignition key may not be used as the battery isolating switch. An additional isolating switch is to be fitted to completely isolate the electrics at any given time including engine stopping. **The battery isolation switch is** to be fitted in reach of **the** driver, passenger and from outside the vehicle. **The battery** isolation switch is to be clearly identified.

**(o)** Battery **is** to be a sealed type or a non-spill type when inverted.

**(p)** All other ORANZ Rules pertaining to general racing requirements (dust lights, tow rope, harnesses, first aid kit, fire extinguisher, seats, horn, clothing and footwear, battery etc.) are applicable to this class.



## **RULES PERTAINING TO INDIVIDUAL CLASSES TRUCK AND CAR CLASSES**

Any person deliberately attempting to campaign a vehicle in contravention of these rules and the spirit of any class will be dealt with by a ruling of the Chief Steward.

### **57. CLASS 9**

- (a) Mid or rear engine, vehicles resembling a Baja body type.
- (b) Rear wheel drive only.
- (c) Unrestricted engine capacity and engine type.

### **58. CLASS 8 – OPEN 2WD AND 4WD – THUNDER TRUCKS**

- (a) SPECIFICATION – Unlimited engine capacity and configuration. Engine must be mounted in front of the rear differential.
- (b) Body design must resemble a production commercial, or recreational vehicle (vehicles constructed and registered in this class prior to 2007 are exempt upon application to the Chief Steward for dispensation. Vehicles constructed and/or registered after 2007 must comply).
- (c) Monocoque or uni-body construction is permitted provided original strength and rigidity are not compromised in any way.
- (d) Cab and chassis type vehicles must have no protruding corners front and/or rear that could endanger other competitors. Intrusions bars are to be fitted to prevent other vehicles being caught under the tray or chassis, both rear and sides.
- (e) Front bumpers to have rounded ends and no sharp protrusions.
- (f) SUSPENSION – Open.
- (g) CHASSIS DESIGN – Open.
- (h) TRANSMISSION – Open (transaxles not permitted).
- (i) REAR AXLE – Open.

### **59. CLASS 6 – 4X4 VEHICLES (This class merged into Class 8 from 2021)**

### **60. CLASS 4 – RESTRICTED 2WD AND 4WD – SPORTS TRUCK**

- (a) SPECIFICATION – They must resemble volume produced commercial or recreational vehicles. Sedan bodied vehicles are not permitted.
- (b) ENGINE
  - (i) Maximum engine capacity – 4300cc.
  - (ii) Both turbo and supercharger allowed up to 2000cc (petrol), 3200cc (diesel).
  - (iii) Petrol engines above 2000cc and diesel engines above 3200cc must be naturally aspirated.
  - (iv) Engine must be mounted forward of the driver's seat. Radiators may be relocated within the frame.
- (c) BODY
  - (i) Panel work may be reduced to outside skin only, either with original or

replacement panels provided the original appearance is maintained.

(ii) The floor and firewall may be detached from the cabin and become part of the main structure provided they comply with all general Rules.

(iii) Rear side panels are to be retained and must resemble to original appearance.

Wheel arch reshaping is permitted providing the original headlight and grille size and appearance is maintained.

**(d) CHASSIS**

(i) The original vehicle's chassis must be used with the shape and position of the chassis rails remaining unaltered with the exception of front and rear docking of a maximum of 200mm for entry and exit clearances. Notching of chassis is allowed to facilitate steering arm clearance, providing the chassis maintains its original strength.

(ii) Cross members may be altered, deleted or substituted and the chassis rail centres narrowed by a maximum of 230mm.

(iii) Wheelbase of vehicle must be within +/- 50mm of the original wheel base of the chassis used.

(iv) Framing for safety cage, body mounting, suspension, etc., may be permanently attached. Uni-body or monocoque construction is permitted providing the original rigidity and strength is not compromised in any way. Note: position is related to cab.

(v) Front bumpers to have rounded ends and no sharp protrusions.

**(e) SUSPENSION – Open.**

**(f) TRANSMISSION – Open.**

**(g) REAR AXLE – Open.**

**(h) WHEEL/TYRE TYPE AND SIZE – Open.**

**(i)** Cab and chassis type vehicles must have no protruding corners front and/or rear that could endanger other competitors. Intrusion bars are to be fitted to prevent other vehicles being caught under the tray or chassis, both rear and sides.

**61. CLASS 2 “PRO TRUCK” PRODUCTION 2WD AND 4WD  
UTILITY TYPE VEHICLES (this class merged into Class 4 from  
2021)**

## RULES PERTAINING TO INDIVIDUAL CLASSES JUNIOR CLASSES

Any person deliberately attempting to campaign a vehicle in contravention of these rules and the spirit of any class will be dealt with by a ruling of the Chief Steward.

### 62. CLASS TROPHY KARTS (KNOWN AS JUNIOR KIWI TRUCKS AND MODIFIED KIWI TRUCKS)

*Note: National Class Rules are to be followed (i.e. fire extinguishers, numbers, etc) An indemnity signed by a parent or guardian is required prior to each event entered. The two classes are intended to run on an equal vehicle basis, no modifications away from the original design are permitted. All new karts must be of same basic design as current vehicles and must be approved by ORANZ prior to competition.*

#### (a) Description

(i) Junior Kiwi Truck (J) – single seat mini race truck with 9hp 270cc 4 stroke.

Restricted to a minimum age of 6 years old to a maximum of 15 years old.

(ii) Modified Kiwi Truck (M) – single seat mini race truck with either a 225cc 4 stroke farm bike motor or a 250cc Shineray Engine. Restricted to a minimum age of 10 years old to a maximum of 15 years old. A Junior driver who has reached the age of 8 years old may apply for an *Under Age Dispensation* to race in M Class. Refer to Rule 66.

**(b) Marking and Identification** – Numbers are to be as per the ORANZ National Competition Rule 28 and as issued by the ORANZ Registrar.

(i) Kiwi Junior Trucks will be prefixed by the letter “J”.

(ii) Kiwi Modified Trucks will be prefixed by the letter “M”.

#### (c) General Rules

(i) No passenger is allowed on the race truck at any time the truck is in motion. Race trucks will not be permitted to race without adequate safety equipment at the race venue. No driver will compete in any event with his/her head or other body part extended outside the vehicle. Additions to the vehicle body such as fins, wings and other extruding additions are not permitted.

(ii) M Class are allowed to run cooling scoops mounted vertically in the panel behind and each side of the driver but not exceeding 50mm opening in the vertical plane. The scoops are specifically for cooling and should suit no other purpose.

(iii) Drivers racewear: As per ORANZ National Competition Rule 25.

(iv) Seats and seat belts: Only manufactured race seats are permitted and must be centred in the vehicle. Full containment seats are recommended. Seat belts as per ORANZ National Competition Rule 27.

(v) Window nets are compulsory on all Kiwi Trucks and must completely cover the side window openings. Nets must be mounted on the inside of the truck and be easily opened by the occupant giving the full width and height of the window for emergency exit.

(vi) Chassis/Roll Cage: Must be of common design for the class and constructed with quality welds and constructed from a minimum 25.4mm x 2.0mm OD steel tube in the construction of the roll cage. No aluminium or non-ferrous materials are permitted. Roll cages must have one front and rear vertical hoop, two interconnecting top bars, two rear down braces and at least one diagonal brace in the rear hoop. Additional bracing to the roll cage area is permitted. All roll cages must have a minimum head clearance of 90mm from top of the helmet to the top of the roll cage with the driver seated.

(vii) Firewalls and floor pan: Must completely enclose the interior of the vehicle and be made of metal. The floor pan must be a minimum of 2mm thick and extend from forward of the pedals to behind the seat position and is recommended that it reasonably protects the front suspension, steering and brake components. The firewalls must separate the driving compartment from any fuels, engine fluids and acids as per ORANZ National Competition Rule 45. Firewalls and floor pan must be securely fastened.

(viii) Measurements: Being related to a common design chassis, the wheel base is measured from the centre of the front wheel to the centre of the rear wheel on the same side. Track width will be measured from outside tyre to outside of tyre. Overall length is measure from the outside of the front bumper to the outside of the rear bumper.

The maximum overall length is 120in or 3.048m.

Junior Kiwi Truck maximum measurements:

Track: 1.500mtrs.

Wheel base: 1.854m.

(ix) Bodies and Fenders – a truck body is required. The body may be multi piece. All fender and body mounts must have loop ends with no single tubes or long brackets. The removal of fenders or body panels during competition for any reason other than damage during the event is not permitted.

(x) Bumpers – must be mounted front and rear and must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed following class chassis rules (single design).

(xi) Front Suspension – must be of single design as per class requirements. Front suspension must be A-arm design with a single coil over shock per wheel. Front suspension travel is limited to 13in or 330mm. Suspension fastenings must be grade 8 bolts or better.

(xii) Rear Suspension – is trailing arm style as per class requirements. Sway bars are permitted, secondary suspension is not permitted. Rear suspension travel is limited to 19in or 482mm. Suspension fastenings must be grade 8 bolts or better.

(xiii) Shocks – One shock absorber per corner. No internal or external by-pass or air shocks allowed. Progressive and dual rate springs are permitted. Shocks may not be adjusted while the vehicle is in motion. Junior Kiwi Truck shocks must be a maximum of 2in diameter by 6in of travel (50.8mm x 152.4mm). Modified Kiwi Truck shocks must be a maximum of 2in diameter by 12in of travel (50.8mm x 304.8mm).

(xiv) Bump Stops – must be solid type, air or hydraulic are not permitted.

(xv) Steering – geometry settings to be common, steering racks option. Power steering

is not permitted.

(xvi) Brakes:

- a) Class M to have functional FOUR wheel braking.
- b) Class J to have minimum rear axle braking, FOUR wheel braking is optional.
- c) Independent brakes (cutting brakes) are not permitted in either class.

(xvii) Engines:

a) Junior Kiwi Truck – must be a Honda GX 270 4 stroke air cooled petrol engine. Inlet filtration system and exhausts are open. No modifications are permitted other than the Stage 1 kit from NR Racing.

(i) No machining of internal surfaces, removal of material, polishing of ports and valve guide bosses or balancing of rotating assembly.

(ii) Permitted are:

- a) Honing the Cylinder for new ring sets.
- b) Replacement Valve seat and lapping in Valves.
- c) DE carboning.

(v) N R Racing Stage 1 kit permitted options:

- G X 270 UT2, Motor.
- Stock 270 Carb with 20.87mm openings as measured underneath the butterfly.
- Genuine Honda Part # 16100 – ZH – W21 or Genuine Honda (Thailand) Part # 16100 – Z1D – W21.
- Stock Camshaft Part # 14100 – Z5K – 910, there are other part numbers however they must cross reference back to this.
- Billet Aluminium Flywheel Part # 6261.
- Billet Aluminium Connecting Rod Part # 6261.
- Open Element Air Filter Assembly.
- Removal of Governor.
- Rev Limited Removed.
- Heavy Duty Valve Springs Part # 390-BLUESTRIPE-PAIR.
- Advanced Timing.
- Re Jetted Carburettor.
- Air Filter and Velocity Stack Adaptor Part # VELSTACK – 390.

(iv) The following dimensions must be observed:

- a) Engine must be Honda GX 270 UT2 270cm<sup>3</sup>.
- b) Bore x Stroke: 77.0 x 58.0mm. Bore limit 77.17mm.
- c) Deck Height: Top of Block to Piston 1mm tolerance .05mm.
- d) Head Gasket .25mm.
- e) Cylinder Head height top to bottom 94.95mm.
- f) Inlet Port 25mm across, 25.79mm between studs.
- g) Exhaust Port 25mm across, 25.70 between studs.
- h) Piston Skirt: O D. 76.975 – 76.985mm Part # 13101 – Z1D – 900.
- i) Piston Pin: I D 18.002 – 18.008mm, OD 17.994 – 18.000mm.
- j) Ring Width: Top 1.160 – 1.176mm Second: .350 - .500mm.
- k) Compression Ratio: 8.5:1.
- l) Valves: Inlet 28mm, Exhaust 26mm.
- m) Valve Stem: OD Inlet 6.575 – 6.590mm Exhaust 6.535 – 6.550mm.
- n) Camshaft: Shall remain Standard and valve timing with a clearance of .010 inch

shall be:

- (i) Inlet Peak Cam Lift .237-inch, duration 289.27.
- (ii) Exhaust peak Cam Lift .22315-inch, duration 304.40.
- (iii) Inlet opens 36.96 BTDC, closes 72.31 ABDC.
- (vi) Exhaust opens 86.84 BBDC closes 37.56 ATDC.
- (vii) Centreline 106.60 ATDC.
- (viii) Lobe Separation 110.6
- o) Inlet Lobe Height 32.00mm x 26.00mm wide, tolerance .4mm.
- p) Exhaust Lobe Height 31.75mm x 26.25 wide, tolerance .4mm.
- q) Rocker Ratio 1.1:1.
- r) Ignition System: C D I (capacitor Discharge Ignition) type magneto ignition.
- s) Ignition Timing: 6-degree Offset Timing Key cut to 2.82mm in crank as set by N R Racing.
- t) Sparkplug: BRPR6ES (NGK) / W20EPR-U (DENSO).
- u) Engines will be sealed cylinder head to block and crankcase cover to block. No seal, no race.

**(c) Modified Kiwi Truck (M) – 2 Valve.**

(i) Engine: up to 225cc naturally aspirated, air cooled, 4 stroke, 2 valve farm bike motor. Approved 2 valve engines are Honda and Suzuki.

Allowable modifications:

- (ii) All OEM components must be used with the exceptions of pistons, camshaft, valves, valve springs, retainers, and keepers. Programmable CDI ignition systems for single cylinders bikes such as ignition DC-CDI-P1 may be used.
- (iii) Cylinder head modifications are free.
- (iv) Balancing, blue printing, shot peening and lightening of OEM rotating components are allowable.
- (v) Rocker cover breathers accepted.
- (vi) Additional timing chain adjusters accepted.
- (vii) Carburettor: must be standard slide and needle type as fitted to that model engine. Identical style copies are accepted. Honda carburettor throttle slide must not be larger than 28mm diameter. Suzuki carburettor must not be larger than 31mm throat size. No modifications to throttle slide allowed. Other carburettor modifications are free.
- (viii) Engines will be sealed. No seal, no race.

**(e) Modified Kiwi Truck (M) – 4 Valve.**

- (i) Engine: Shineray 170M0MM 250cc DOHC 4-valve, standard as supplied with seal. No modifications.
- (ii) Displacement: 249cc Bore and stroke: 70mm x 65mm.
- (iii) Compression ratio: 11:1.
- (iv) Maximum allowable RPM 10500 rpm+/-500rpm.
- (v) Cooling: Liquid-cooled.
- (vi) Carburettor: TK pd34 CV Intake.
- (vii) Fuel type: Unleaded 95-100 Octane.
- (viii) Start: Electric.

- (ix) Ignition: Electronic CDI(x) Battery: 12V.
- (xi) Clutch: Wet multi-plate.
- (xii) Transmission: 6-speed manual 1-0-2-3-4-5-6.
- (xiii) Transmission ratios: 1<sup>st</sup> gear 2.846, 2<sup>nd</sup> gear 1.777, 3<sup>rd</sup> gear 1.333, 4<sup>th</sup> gear 1.041, 5<sup>th</sup> gear 0.885, 6<sup>th</sup> gear 0.785.
- (xvi) Drive: Chain 520.
- (xv) **Engines will be sealed. No seal, no race. Approved Engine Sealers: North Island: Kevin Hall or Brian Smith. Phone: 0274826088. South Island: Kevin Nankerville. Phone: 0212211712.**

**(f) Ignition/Kill Switch** – must be in reach of the driver and must shut down the motor and isolate the battery when switched off. Must be highlighted as per ORANZ National Competition Rule 35(d).

**(g) Engine Components** – ignition style, coil, cooling system, oil lubrication system and carburettor must remain standard to the motor. Exhaust is open but must comply with ORANZ National Competition Rule 34. Air inlet filtration is open. Clutch to be mounted in standard configuration. Aftermarket clutch pads are permitted.

**(h) Fuel, Fuel Cells and Fuel Lines** – Must only comply with ORANZ National Rules.

a) 98 octane pump gas only, no additives allowed.

(xxi) Transmission and Gearing – Final drive open. Rear wheel driver only, 4WD is not permitted. Chain drive is mandatory; rear axle must be of a class design with no CVs or universals.

a) Junior Kiwi Trucks – no transmissions.

b) Modified Kiwi Trucks – transmissions to remain standard to the engine used. Steel or billet aluminium fly wheel allowed.

c) 2:1 Factory Fitted Reduction gearbox permitted.

**(i) Wheels and Tyres** – are measured from their widest or highest point. No inner liners are permitted. Rims must be in good condition with maximum diameter of 10in or 254mm.

a) Tyres:

- Junior Kiwi Truck: max diameter – 21in (534mm).

- Modified Kiwi Truck: max diameter – 23.5in (597mm).

### 63. J CLASS ENGINE SWAP

**(a)** If the need arises due to the concern of a J Class motor not being built to **the Rules at any time** the Chief Tech or in **their** absence the Chief Steward will require the alleged motor to be removed by the owners and the offending motor will be swapped out with a fresh engine that **the** ORANZ Exec have as a spare. This can be performed at the track. This motor is a N R Racing GX 270 UT2 Stage 1 proven to be built to **the Rules**. Should the alleged offending motor after inspection be found to be built to the **Rules** no further action will take place. Should the motor be found to be built outside the Rules, penalties as laid out in the National Competition Rule Book will be actioned. The cost to strip and check the motor will be the **owner's** responsibility if found cheating or will go to the protestor if found build to **the Rules**. The motor will be freshened up if the inspection has disturbed the valve seating or ring set positions.

(b) Carburettor only checks for size can be performed by removal and measuring on the day.

#### **64. ST/MT TRIAL CLASS 2022 (Became M Class in 2023)**

#### **65. CLASS K – POLARIS KIDS UTV UP TO 200cc**

- (a) Standard competition running and safety rules to apply.
- (b) Vehicle to maintain standard production features including motor and drive chain.
- (c) Structural and safety improvements:
  - (i) Cross brace in rear hoop.
  - (ii) Intrusion rails on each side.
  - (iii) Nerf bars on each side.
  - (iv) Five-point 50mm wide seat belts for both driver and passenger.
  - (v) Two of 1kg or 1 of 2kg Fire Extinguisher mounted in way that a marshal can access.
  - (vi) Battery sealed from cockpit area.
  - (vii) No additional fuel tanks or modifications to original tank.
  - (vii) Safety nets mandatory.
- (d) Cars to complete Compliance Check yearly with standard on the day checks for safety items (i.e. brakes and steering).

#### **66. ORANZ UNDER AGE DRIVER DISPENSATIONS**

- (i) Before any Under Age Driver Dispensation can be considered, the ORANZ *Under Age Driver Dispensation Application Form* must be obtained from [either the Chief Steward or from the ORANZ website](#), completed and forwarded to the Chief Steward for their consideration.
- (ii) The following documents are required:
  - (a) A Birth Certificate.
  - (b) A Parent/Guardian consent form.
  - (c) A Club Member's President approval form.
  - (d) An ORANZ member's approval form.
  - (e) A documented racing history/experience of at least 10 previous events that the applicant has competed in.
- (ii) A Junior driver who has reached the age of 8 years **old** may apply for an Under Age Driver Dispensation to allow them to compete in M Class.
- (iv) A Junior driver who has reached the age of 12 years **old** may apply for an Under Age Driver Dispensation to compete in Classes 7, 5 or C only.
- (v) A Junior driver who has reached the age of 14 years **old** may apply to compete in Class U or 3 as well as Classes 7, 5, or C.
- (vi) Any Under Age Driver Dispensation granted is for **Short Course** racing only. No racing in adult Long Course (Enduro) races is permitted for any Junior competitor.
- (vii) Any Under Age Driver Dispensation granted can be revoked at any time by the ORANZ Chief Steward.



## **67. EXHIBITION CLASS**

- (a) Any vehicle that currently does not fit the criteria of any current ORANZ class and falls outside of the technical rules but adheres to all current safety standards as per section: Vehicle Safety Rules and Requirements.
- (b) As this is a trial class the discretion will be with each hosting club if, and how to incorporate these vehicles into their events but the emphasis will be on safety and compliance.
- (c) Exhibition Class is intended for off road racing vehicles that do not comply due to being outside of specific class rules due to modification or design variables.
- (i) All competing vehicles must pass a Vehicle Annual Compliance check and meet Tech Inspection each time the vehicle is presented for an ORANZ sanctioned event – refer to the Annual Compliance form on the ORANZ website.
- (ii) All competing vehicles/competitor's must be ORANZ registered and Tagged for the current season (current club membership and ORANZ registered to correct licence as per current membership fee structure).
- (iii) Any vehicle that does not fit into a current ORANZ class, the Tech Inspector from the club will need sign off on the vehicle by the CTO and a detailed note of the non-compliant points. The CTO reserves the right to reject any vehicle.
- (iv) No tag will be issued by a Club Tech inspector without prior discussion with the CTO. The tag will be removed if found in breach of this rule.
- (v) Exhibition class competitors will NOT be eligible for National or NZ Title event points.
- (vi) The event organiser has the right to start Exhibition class competitors from the front or rear of the grid if deemed they may impede ORANZ class competitors currently competing for National/NZ Title points.
- (d) As this extends to classes not currently formatted, underage dispensations to any vehicle not categorised in the current Junior ORANZ rules will apply.

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## 2024 RULEBOOK VERSION NUMBERS AND AMENDMENTS

Version 2024.1 Date 11/01/24

- Bulletin 13 January 2023 – Junior Classes.
- Bulletin 7 March 2023 – UTV Anti-front Wheel Intrusion Bars.
- Bulletin 31 July 2023 – Seatbelt Expiry.
- Bulletin 1 September 2023 – Noise Rule Amendment.
- Bulletin 6 October 2023 – S Class Rule Amendment.
- Bulletin 18 October 2023 – S Class Rule Amendment (shock mount).
- Bulletin 16 December 2023 – Class 7 remit.
- Bulletin 16 December 2023 – Eligibility.
- Bulletin 16 December 2023 – Junior Limited Buggies (Class 7, C, 5).
- Bulletin 16 December 2023 – Numbers and Transponders.
- Bulletin 16 December 2023 – Short Course.
- Bulletin 16 December 2023 – Vehicle Annual Compliance Check.