

Wormhough 4X4 Club



SITE RULES

1. On site speed limit strictly 10 mph
2. Pedestrians always have the right of way, especially when a vehicle crosses a public footpath.
3. Trials start at 10am sharp, all competitors registered by 9.30am, 8.30am to 9.40am scrutineering. Driver briefing 9.45am, All drivers at first section by 10.0am.
4. Any competitor not signed on by 9.30 will not compete as office will be closed.
5. Spectators must stand well clear of the sections & follow marshal's instructions as to a safe place to watch.
6. Any questions, ask a marshal or clerk of the course, they always have an answer.
7. No smoking in or around vehicles.
8. All refuelling to be done at the clearly marked on site fuelling point.
9. Every practicable precaution must be taken to avoid depositing mud or soil onto the public highway or driveway of the particular venue when leaving.

CLUB RULES. ALL CLASSES

All text in **Blue** relates to M.S.A blue book regulations.
All text in **Orange** relates to M.S.A blue book (SR's) supplementary regulations.

NOTE: **K14.1** Owing to the widely varying nature of competitions and the vehicles taking part in them, the MSA takes the view that it would not be in the best interests of the competitors to cover all aspects of safety precautions with mandatory regulations. Inevitably such regulations could not necessarily provide for the most appropriate safety precautions in all foreseeable circumstances.

The MSA therefore draws attention to the following points so that the competitors can consider them and take precautions as seem appropriate to their own particular requirements. **K 14.1.1 a&b, K 14.1.2 a&b**

1. J 5.2.1 All vehicles be fitted with bodywork including a driver (and passenger) compartment isolated from the engine, fluid filled batteries, gearbox, hydraulic reservoirs pressurised above atmospheric pressure, transmission shafts, chains, belts and gears, brakes, road wheels, suspension components including their operating linkages and attachments, petrol/fuel tanks, water header tanks, catch tanks and fuel system components (other than where such components comply with **J 5.13.1 and 5.13.2**.such as to prevent there being a hazard. **J 5.2.3** Have a complete floor of

adequate strength rigidly supported within the driver/passenger compartment.

2. [J 5.6.1](#) Be fitted with brakes, that are operative and capable of stopping vehicle as required. both footbrake & handbrake.

3. Vehicle steering free from excess play in ball joints, track rod ends & column, all steering components securely mounted.

4. All seat belts must be free of frays & cuts, and to be fitted correctly & mounted securely in accordance with [MSA regulations K 2.1](#), seat belts to be worn as intended at all times, even between sections, no inertia type belts allowed. Modified class minimum 2 point lap belt, 4 point 4 mounting harness preferred. Inter modified & Super modified minimum 4 point 4 mounting according to [MSA regulations K 2.1 & K 2.1.2](#). Where the vehicle manufacturer's standard safety belts and associated fitments are not utilised, bolts must be a minimum 7/16" UNF or M12 (grade 8.8)

5. A R.O.P.S (roll over protection system) must be fitted, refer to rule 25.

6. No drilling of the R.O.P.S for attachments, (roof panel, fire extinguisher, spare wheel etc) a bracket may be welded to the R.O.P.S, then drilled for attachment purposes, avoid mounting heavy objects to the R.O.P.S as this can considerably weaken the structure as well as raising the centre of gravity.

7. Mudguards ([MSA regulation P 56.2.3](#)) to be fitted to all wheels which present no sharp edges and cover the complete wheel (flange & rim & tyre) around an arc of 120 degrees, this minimum coverage must:

a) be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above.

b) extend forward ahead of the axle line

c) extend downward behind the wheel

8. Horn fitted & working.

9. [K 14.1.1](#) Batteries, precautions should be taken to reduce the possibility of acid burns from batteries in case of accidents, batteries should be secured within a non-conductive leak-proof compartment. [J 5.14.2](#) Have batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.

10. The seat or seats must be securely attached to vehicle using a minimum of 4 M8 or larger bolts with sufficient counterplates fitted. [J 5.3.4](#) The seat cushion (ie. The part on which the occupant sits) when uncompressed, must not be less than 15.25cm below the top edge of the adjacent body side or door.

11. [K 14.1.2 \(a\)](#) Fuel tanks and pipes, every effort should be made to isolate fuel tanks and pipes from the driver/passenger compartment. The risk of fuel spillage from accident damage can be reduced by use

of bag type tanks or by coating metal tanks with GRP. Tanks should be located so that they are given maximum protection by the structure of the vehicle. Vents should be designed to avoid spillage if the vehicle becomes inverted. (b) Fuel fillers these should be designed and located to reduce risk of damage. Filler caps should not be liable to open in the case of an accident, simple screw caps are effective. The positive locking of the fuel filler cap is recommended. The filler pipe to the tank should be of minimum length and not protrude beyond the bodywork.

12. All open tread tyres are now permitted (straight line across tread) including dumper type tyres, following a trial period during the 2014 season.

NOTE: Dumper tyres are not permitted at some clubs, if attending a meeting other than Wormhough 4X4 or A.W.D.C then please confirm before arriving at venue.

13. [K 3.4.1](#) A Fire extinguisher must not be carried loose but should be retained in positive quick release brackets, secured to the vehicle by a minimum of two 6mm bolts. [K 3.4.2](#) Extinguishers with pressure gauges are recommended. [K 3.5](#) It is recommended that all fire extinguishers bottles be securely mounted within the main structure of the vehicle. It is prohibited to mount bottles over the medium capacity outside the main structure. [K 3.1.1](#) small hand operated. [K 3.1.6](#) Permitted extinguishants AFFF, ZERO 2000.

14. Adequate tow rope for your own vehicle to be recovered, not allowed are kinetic type ropes, chains or cables.

15. Suitable & clearly marked tow points front & rear. If using a tow ball it is recommended that an over loop is fitted, to stop possible detachment of tow rope during recovery.

16. No loose objects inside vehicle, all equipment securely mounted.

17. Battery cut off switch, to isolate vehicle electrics. (Vehicles running electronic control units it is advisable to isolate the positive feed from battery)

18. [P 24.3.1](#) & [P 24.4](#) Drivers at Trials, Winch Recovery, Gymkhanas, Treasure hunts and Orienteering must also hold a current valid RTA licence appropriate to the vehicle, but the SR's can permit entries from drivers who are 16 or over but who do not have a current valid RTA licence for the vehicle, provided their passenger holds such a licence and is experienced in Cross Country Trials.

19. Passengers, minimum age 16 years old, if using a 2 point lap belt. [SR's P 41.1.3](#) passenger age reduced to 14 years old providing seat belts meet [MSA regulation K 2.1.1](#)

20. [P 24.2](#) Annual club membership £25, Under 18 junior membership £10, a Club membership must be paid to be entered into any Trial organised by Wormhough 4x4 club. If affiliated with another MSA club then, proof of membership required to enter our event. £20 per event.

21. Recovery of any vehicle must be supervised by nominated officials (persons nominated will be announced prior to the trial commencing).
22. Both drivers & passengers hands, arms & head must remain inside the vehicle at all times.
23. The marshal's decision is final.
24. Crash helmet optional.
25. A R.O.P.S must be fitted in accordance with the current [MSA regulations K drawings 36 or 6a, rear hoop, drawing 38 if not possible for vertical sides](#). If building a R.O.P.S from new then drawing 36 meets the AWDC spec. This is the minimum required to compete in a Wormhough 4 X 4 Club Trial. All mounting points should be to the chassis (In some instances this may not be possible, if in doubt contact our chief scrutineer who will duly advise)
26. Electrical system, all wiring should be secured and well protected to reduce the risk of fire from electrical short circuits.
27. [J 5.16.1](#) Have the exhaust system isolated from the driver/passenger compartment (eg beneath the floor or secured in casings of solid material) [J 5.16.2](#) Have no part of the exhaust system protruding to the rear of the bodywork more than 15cm. [J 5.16.6](#) Have all exhaust outlets terminating behind the midpoint of the wheelbase of the vehicle and within 150cm of the outside of the bodywork periphery in plan view. Side

exhausts not to protrude more than 4cm. 100 dB(A) at maximum 4500rpm or two thirds of maximum throttle.

28. [J 5.4.2](#) Be equipped with a positive method of throttle closing by means of external spring/springs so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed. [J 5.4.3](#)

Vehicles fitted with electronic throttle control as standard original manufacturer's equipment for that vehicle are exempt from this requirement.

29. Clubs by invitation must meet M.S.A approved roll cage, if continuing in further competitions with Wormhough 4X4 club then entrants must comply with Wormhough club rules.

30. Classes:

1. **Super Modified.** Any vehicle 1 or 2 seats, with fiddle brakes and or 4 wheel steering. (most vehicles also have locking differentials of some kind)

2. **Inter Modified.** Any vehicle 1 or 2 seats, no fiddle brakes, but with front / rear diff locks or limited slip differential fitted.

3. **Modified.** Any vehicle 1 or 2 seats with no fiddle brakes, diff locks or limited slip differentials, basically a standard vehicle but with suitable R.O.P.S to Wormhough 4X4 club specification, for modified trialling.

Wormhough 4X4 Club



5 GATE TRIAL RULES FOR ALL CLASSES

The course will consist of 5 gates and a start gate.

The gates will be made from 2 canes at least 3 metres apart when measured horizontally, unless naturally occurring gates are used like trees or rocks, all canes are live (if you hit any cane it will score you points)

The course must be laid out in a progressive manner with the gates generally becoming more challenging throughout the course.

The first 3 gates should be driveable by most competitors and the last 2 gates should be a test for the more experienced drivers.

Any boundary or out of bounds must be explained to all competitors by the marshal and if possible should be clearly marked (preferably with bunting)

The drivers will be given a running order at the start of the day and this order will be rotated for each section.

Each driver must be in his or her vehicle and waiting at the start gate whilst the previous competitor is driving the section.

A short whistle will sound for the driver at the start gate to commence the section.

Failure to commence immediately could result in the competitor missing their slot on the section and receiving the appropriate penalty

A longer second whistle will sound if the driver is out of the section, gate in wrong order, boundary broken, more than 2 shunts per gate, or stop over 5 seconds. Competitor must immediately leave the section.

The gates must be attempted in the correct order (i.e. 1*2*3*4*5.) and must be driven in a forward direction.

The white flagged cane must always pass to the right hand side of the driver, red flagged cane on the left.

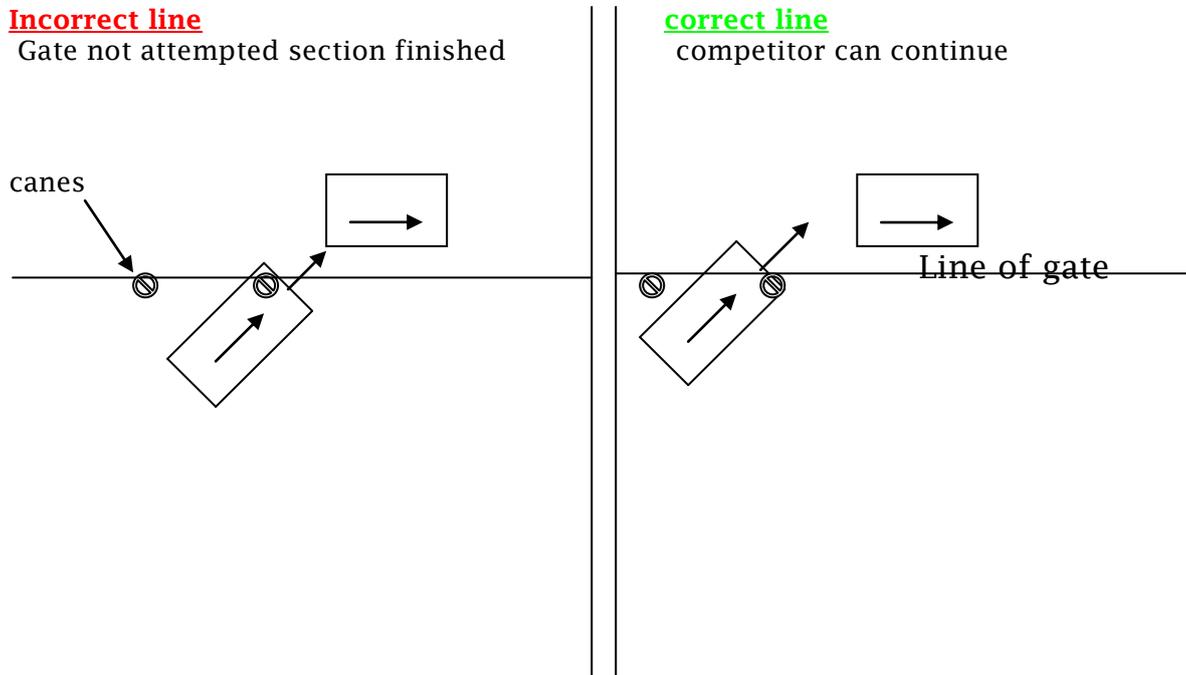
Any route may be taken between the gates as long as the vehicle does not pass outside any boundary, or pass through any gate in the wrong order.

2 reverses are allowed between each gate.
(1 penalty point for each reverse).

If a third reverse is used the section is finished and the competitor scores the appropriate penalty from that point in the course.

A gate is considered to be **ATTEMPTED** when at least 1 Wheel passes over the imaginary line between the two canes making up the gate, and then **the whole vehicle continues past the line of the gate to complete.**

If a cane making the gate is driven over then it must be struck from the centre to the outside of the vehicle, as shown in the diagram below.



All of the vehicle must pass through the gate, without touching either cane to complete the gate without penalty.

Once a gate has been completed or attempted it must not be passed through again in any direction.

An imaginary line drawn between the two canes must not be broken again by any part of the vehicle once the gate has been attempted or completed.

Even if a cane is knocked over, the line of the gate and the gate still exist

If this line is broken after the gate has been passed the section is finished and the appropriate penalty points are scored from that point in the course.

PENALTY POINTS

Reverse

1 point

If the gate is touched then the section is finished with the appropriate penalty scored from that point

Any part of the vehicle touching a gate in the wrong order, or touching a gate that has already been driven through, scores the penalty & section closed, remember all canes are live.

Gates not completed 7 points for each remaining gate

A gate is not completed if the vehicle does not completely pass through the imaginary line drawn between the two canes that make up the gate

Or:-

- 1 A marshal terminates the course due to an infringement of the rules.
- 2 The competitor signals they have finished, arms out or horn sounded.

Stop 1 point

A short stop is allowed without penalty.
Over 5 Seconds stopped incurs a penalty and section over.

Miss a section 40 points

A section is considered to have been missed when the vehicle does not pass through the start gate.

This could be due to: -

- Driver error (i.e. missing the gate)
- Mechanical breakdown
- Driver choosing not to drive the section.

Scoring & Club Championship

Penalty points will be accumulated at each section throughout the day and the driver who achieves the least penalty points will be awarded 1st place and score 15 points towards the championship, with points descending to one point for eighth place. Drivers beyond 8th position will receive no championship points from that day's trial.

The Wormhough championship will run for Modified, Inter Modified & Super Modified. Only club members registered before the 4th event are eligible for the championship, which will be run over ten meetings, with your best seven trial scores making up your total seasons points. These totals will be used to decide class winners.

Points Awarded for each trial

1st	15 Points
2nd	12 Points
3rd	10 Points
4th	8 Points
5th	6 Points
6th	4 Points
7th	2 Points
8th	1 Point

The total seasons points will be calculated from a competitors best seven scoring trials and therefore from a maximum of 105 points.