



Tuff Events & Promotions Australia Pty Ltd

ABN: 59 139 370 693

PO Box 224,

Kenthurst, NSW 2156

P: 1300 885 836

F: 1300 885 869

E: info@tuffevents.com.au

Tuff Truck Challenge 2010 Supplementary Rules

2.2 THE SPIRIT OF THE REGULATIONS

The use of non-natural track building aids such as sand ladders and synthetic matting shall not be permitted in CCDA sanctioned events. The use of natural objects or items contained within the stage only is permitted. The use of any items not within the stage prior to starting the stage, or non-natural items or objects, will result in the competitor being awarded a DNF for the stage.

2.3 CCDA MEMBERSHIP

Competitors, officials and marshals participating in CCDA sanctioned events shall be current members of the CCDA.

2.4.1 LICENCES

Each driver and co-driver shall hold a current valid State, Territory or International driver's licence. Learner's permits are not acceptable.

2.4.2 CREWS

Crews shall be a maximum of two people in all Stages and be designated as:

Driver - who only drives the vehicle

Navigator - who only navigates (either within or from outside of the vehicle)

Alternating between driver and navigator for any stage of the event shall not be permitted without the permission of the Competition Manager.

2.4.3 CODE OF CONDUCT

At all times competitors and event officials shall treat all participants in a courteous and respectful manner.

Competitors shall avoid public argument with each other and officials and all disputes shall be dealt with under the provision for protests in the sporting regulations. Verbal or physical abuse by any participant shall attract a penalty. Any competitor or participant who is found guilty of a serious breach of the code of conduct may be disqualified from further participation in the event.

2.4.4 ABUSE OF ALCOHOL OR DRUGS

The abuse of alcohol or drugs by competitors or event officials at any time during an event shall not be permitted. Medication prescribed for a competitor by a doctor shall be accepted, provided such medication does not affect that competitor's safe performance during the event. Prescribed medication shall only be taken by the competitor for whom it is prescribed.

Alcohol shall not be consumed prior to, or during, any competition stages, or before departing for, or during, any transport stages.

Breathalysers may be used to check blood alcohol content during the event. Those competitors or officials who register any reading above zero shall not participate or officiate for the remainder of that day. Any competitor or official who refuses to provide a breathalyser reading shall be disqualified from further participation in the event.

The use of any other drugs shall be prohibited at all times during the event. Any competitor found to have used any other drugs shall be disqualified from all further participation in the event. Any official found to have used any other drugs shall be immediately removed from their capacity, and restricted from acting in any official role for the remainder of the event.

Any event official or competitor who suspects another event official or competitor to be under the influence of drugs or alcohol shall refer the matter immediately to the Event Director.

2.5 CREW SUBSTITUTION

The original crew as advised in the event entry form may only be changed with the approval of the Competition Manager. Any crew which includes a person not identified to and approved by the Competition Manager shall be penalised.

2.6 SELECTION

Selection of competitors for TTC09 shall be by way of either:

Popular vote via magazine voting slips

Online voting via website

SMS voting line.

For each vote received for an individual competitor, they shall receive one (1) point, and the 40 competitors with the highest amount of points at the close of voting shall be selected as the selected competitors for TTC09. The next two (2) highest competitors not selected shall be reserves for the event, with the highest point score of these two being first reserve, and the second highest being second reserve.

For TTC09 we are going to offer reserve vehicles not selected in the starting 40, the opportunity to drive as demonstration only in the event of team withdrawals after the start of competition. They will assume the running order of the withdrawn team. Our aim is to give these reserve teams Tuff Truck experience and exposure. They will not be eligible for competition points or prizes. This will not be compulsory.

2.7 VEHICLES

A high standard of presentation shall be insisted upon at all times. Any vehicle considered to be of an inappropriate standard of preparation may not be permitted to start, at the discretion of the Competition Manager. A vehicle that is accepted by the Chief Scrutineer shall not be substituted.

2.44 ADVERTISING AND DECALS.

Each vehicle may display Crew sponsorship material provided it is not, in the sole opinion of the Competition Manager or Event Director, offensive and does not intrude into the space allocated for event sponsorship/advertising.

Event sponsorship/advertising shall be limited to:

An area approximating 50% of the bonnet flat surface plus 150mm height for the full length of the leading edge and sides inclusive of the top portion of both front mudguards.

An area of 600x600mm of both front doors immediately below the window sill.

An area of 150mm height along the top of the windscreen or leading edge of the roof.

Additional event sponsor decals typically small in size may be placed at any suitable location on the body of the vehicle but shall be clearly visible.

3.6.1 OCCUPANT RESTRAINTS

In Group B and Group C events harnesses shall be properly fitted, correctly fastened and adjusted during all stages whilst the vehicle is in motion. No member of the crew shall ride on the outside of a competing vehicle and no member of the crew inside the competing vehicle shall have any limbs outside the vehicle whilst the vehicle is in motion. The harnesses may be partially released but only from one shoulder when the driver is required to reverse to ensure better visibility. The harness must be re-fastened prior to the forward movement of the vehicle.

3.6.2 CRASH HELMETS

The wearing of crash helmets is compulsory in TTC09. [All helmets will be checked and required to have the AS1698 label stitched inside the helmet.](#)

3.10.2 WINCHING PENALTIES

A penalty shall be incurred without warning for each of the following breaches of vehicle recovery conduct as described in 2.33.3:

- a) Failing to call clear before commencing to winch
- b) Failing to cease winching and driving when repositioning dampener
- c) Handling cable under tension
- d) Failing to wear gloves when handling a cable
- e) Standing in front of vehicle being winched
- f) Crossing a live cable
- g) Causing risk to any person
- h) Handling a cable when vehicle is being driven

A penalty shall be incurred after one warning for each of the following breaches of vehicle recovery conduct as described in 2.33.4:

- a) Cable dampener not placed in the centre third of the length of cable between a winch and an anchor or snatch block.

3.10.5 OCCUPANT RESTRAINT AND CRASH HELMET PENALTIES

Seat belts/harnesses as specified in rule 3.6.1 shall be properly fitted to each vehicle for each occupant and shall be correctly fastened and adjusted at all times that the vehicle is in motion.

If an official detects that the seat belts/harnesses are not correctly adjusted he/she shall stop the vehicle and request that they be adjusted correctly.

On the first occasion that any occupant of a vehicle is detected not wearing a helmet (in group B and C events or where nominated), or their seatbelt/harnesses are not correctly fastened while the vehicle is in motion that Crew shall be penalised 150 points for the stage during which the infringement is detected.

3.11 SCORING

Refer subsequent details for scoring for each stage and overall for the event.

3.21 PERMITTED SERVICING

Any form of servicing of competitors vehicle is permitted, with the only restriction being that the vehicle may not at any time leave the site. The intention is to ensure that competitor's vehicles, if damaged, are repaired quickly and safely, and are able to continue the competition.

4.1.2 VEHICLE REGISTRATION

Vehicle registration is no longer required. [Please click here to see explanation.](#)

4.1.3 OCCUPANT PROTECTION

Vehicles competing in TTC09 shall be fitted with four point racing harness for all occupants with harness belting that is not frayed or damaged and all mountings shall be secure in accordance with the original vehicle specifications. Original seat belts may be removed if required.

Station Wagon short wheelbase (SWB) and long wheelbase (LWB) type vehicles shall be fitted with rigid cargo safety barriers securely mounted behind the passenger seats ([Refer to Rules outside of CCDA but applicable to TTC09](#)). Any equipment, parts and tools carried forward of the cargo safety barrier shall be securely fixed to prevent movement or dislodgement during competitive or transport stages of an event.

Cargo safety barriers shall not be fabricated from webbing, strapping or any other flexible material. Glass Sunroofs are not permitted and will be removed on any vehicle competing.

Soft-top, FRP, Plastic and Open Top Vehicles. Shall have roof protection installed to protect the crew from intrusions. Roof protection shall consist of a 3mm minimum thickness aluminium sheet or 2mm minimum thickness steel plate or high impact plastic roof panel extending the full width of the vehicle from the windscreen frame to the rollover protection and shall terminate behind the heads of the crew.

Vehicles competing in TTC09 shall be fitted with six-point rollover protection. The minimum design for rollover protection for frames constructed before 1 January 2005 shall be Type 3 Schedule J for Offroad Racing in the CAMS manual. The CCDA specification described in Rollover Protection Section 5 shall apply for all new frames from 1 January 2005 save that there is a twelve-month moratorium on existing frames at the discretion of the CCDA.

4.1.5 RECOVERY POINTS

Rated recovery points shall be mounted at the front and rear of the vehicle chassis with at least two of 12mm or four of 10mm grade 5 or M8.8 bolts. Recovery points shall be painted red and shall be load rated at least twice the vehicle mass. Eyebolts are not considered as satisfactory recovery points. We require a point in line with or outside of the chassis rails. We require the points to be constructed from 10mm x 75mm plate or larger. Each point should be capable of accepting a 4.7 T rated shackle. These should be designed and fitted in such a manner that the shackle can accept a vertical recovery lift. Eg: The shackle should be able to move in a 90 degree arc from horizontal to vertical. If you are unsure of our requirements please contact the Competition Managers.

Monocoque frame vehicles shall have each recovery point mounted such that the load is applied evenly to the vehicle frame, or have recovery points linked to achieve even load application.

4.1.11 SPARE WHEELS

Spare wheels, which are suitable to be fitted to any of the four (4) wheels of the vehicle, must be either attached to the vehicle, or taken to the start of each stage. If taken to the start of each stage, it may be left at the start line and must be advised to the stage manager prior to starting the stage.

Responsibility for spare wheels left at the start of each stage rest with the competitor no responsibility is undertaken by TEP, event officials, stage managers or their crew, or security at any time.

It is not necessary that the spare tyre size be consistent with the other tyres on the vehicle, but the wheel must be able to be fitted and used if required.

Spare tyres must be presented for scrutineering, and any additional tyre changes must be presented to the scrutineering team prior to continuing in the event.

4.1.12 WINCHES

Winches may be of any style or brand and may be modified, strengthened, or braced and have the power source upgraded.

Powered winches shall have an operational braking system to prevent un-spooling when not in operation.

Winches shall be mounted in a secure manner to the chassis or to an engineered sub-frame in a monocoque vehicle.

Multiple winches shall be permitted provided that the Crew whilst in the cabin are protected and isolated from the cable by 1.5mm minimum thickness of steel or 3mm minimum thickness of aluminium.

Power for winches shall only be taken from the vehicle engine, drive line or vehicle electrical system.

Auxiliary engines shall not be permitted.

Hand winches may be used.

Winch cables may be of wire or synthetic rope provided that they are free of damaged sections and provided that they are free from:

- Broken strands.
- In the case of wire ropes free of crushed sections.
- Kinked or bent sections.
- Broken, damaged or clamped eyelets.

Wire cables shall have a steel core and be a minimum of 8mm in diameter and shall have a load rating that exceeds the capacity of the winch, including any increased rating of a modified winch.

Synthetic ropes shall have a load rating of at least twice that of the winch SWL rating or four times the nominal vehicle weight, whichever is the least.

Specifications of the winch cable or rope shall be supplied by the competitor at scrutineering.

Loops or eyes shall be spliced or professionally swaged and be rated at the same, or greater capacity than, the cable or rope.

Vehicle mounted hooks, eyes and fittings shall have a load rating of at least twice the weight of the vehicle and greater than the winch capacity. Loose coupling hooks or eyes shall be rated at or above the capacity of the cable or rope.

There shall be no sharp protruding pins forward nor upward on the front of the vehicle.

Other rules outside of CCDA rules but applicable to TTC09 are as follows:

All vehicles must meet the following requirements to be eligible for entry to TTC09:

- The vehicle originally started its life or was designed and/or manufactured by the maker as a 4WD or 6WD vehicle
- Retains the look of the original 4WD vehicle, comprising 80% of the original front profile including windscreen and 50% of the original side profile from the "B-pillar" forward.
- Re-made body panels are acceptable, so long as they are readily identifiable to the scrutineering team.
- The chassis used on the vehicle must be from a vehicle that was originally designed and/or manufactured as a 4WD or 6WD with a transfer case consisting of both low and high range. The chassis must start at least 300 mm forward of the original firewall position and finish behind the B pillar (ie back of cab) on a 2 door vehicle and behind the C pillar on a 4 door vehicle. The vehicle chassis must remain 100% original in height, width and profile. The chassis must also retain original parrallel spacing. (ie, centre to centre width) Note. These chassis rules above have been carefully considered and based around current and previous competing vehicles. However if some of these past vehicles are slightly outside of these guidelines, we have made the conclusion that these vehicles have no competitive advantage and will be accepted. Any past competitor that is undergoing major chassis alterations since their last TT competition must comply with the ruling in #4 above. If you are uncertain regarding compliance of this rule you must contact TEPA for further clarification. TEPA holds no responsibility for competitor's mis-interpretation of this rule. Monocoque chassis vehicles will be assessed on application.
- The body used on the vehicle must be from a vehicle that was originally designed and/or manufactured as a 4WD or 6WD with a transfer case consisting of both low and high range. Note. Body chassis swaps are permitted. Eg: Suzuki body on Nissan chassis
- Pre Competition verification is compulsory for TTC2010. The dates for this will be Sat 30th and Sun 31st Jan. Venues will be set for Sydney, Canberra, Newcastle and Brisbane. Others on an individual basis. All vehicles must demonstrate that they are able to be driven. Our aim here is to ensure that all teams vehicles are prepared & ready for the event. Competitor Nominations - TEPA reserves the right to accept or decline any nomination received.

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Coverage over wheels - Front - All vehicles will have front guards attached to the body either parallel in width to the B pillar (min) or to the inside edge of the tyre tread. These are to be constructed from a minimum of 25 mm steel tube and covered of rigid material. Rear Guards will be assessed on application.

Windscreens - With the nature of this event windscreens are compulsory. See rule 2 above.

Window Nets - Are required to be fitted to the drivers and passengers window aperture. The nets must cover at least 70% of the opening and be readily opened from the top from inside out outside the vehicle. The nets may be of the string variety with mesh size no

greater than 50mm x 50mm. We prefer nets to be fitted to the internal roll cage or to the A and B pillars. For TTC10 this will become mandatory.

Cable ties and Electrical or gaffer tape will not be accepted.

Our aim is to keep arms and shoulders within the cabin should the doors open in the event of a rollover.

Doors - All vehicles must be fitted with, at least, half doors from the sill up. Again the reason behind this is increased occupant safety against intrusion, and also to permit sponsorship sticker placement. The basis for construction of these will be at least steel, aluminium or of equivalent strength or greater. Plastic will not be accepted

For Soft-top, FRP, plastic or open top vehicles - Shall have roof protection installed to protect the crew from intrusions, roof protection shall consist of a 3mm minimum thickness aluminium or 2mm minimum steel or a high impact plastic roof panel extending from the full width of the vehicle from the windscreen frame to the roll over protection to terminate behind the heads of the crew.

All glass sun roofs or roof panels must be removed and replaced by material as describe in this paragraph

Cargo Barriers - rule 4.1.3 - This rule is not applicable to TTC09. Scrutineers and marshals will be checking that all gear is secure at all times. However we do recommend they be fitted.

Roll Cages - We will assess each vehicle on a one off basis. As a minimum we suggest a "B" pillar hoop, with forward legs reaching to the floor. These legs would start at the top of the "B" pillar and roughly follow the line of the roof, then the "A" pillar. Also a set of rear legs, with a minimum of bends, starting at the top of the "B" pillar and mounting to the floor.

Mounting plate size and thickness, as with pipe diameter, type and wall thickness along with mounting hardware should reflect the vehicle mass. You will not require an internal cage if your external cage is up to spec.

No scaffold clamps or similar will be accepted

For Cab Chassis Type Vehicles - A four-point cage inside the cabin and a five-point cage at the front of the tray area. That is due to restricted room inside the cabin the diagonal cross brace can be fitted to the rear cage. The two cages do not have to be joined together

For LWB and SWB vehicles - "A seven point cage" - that is a six-point cage (described above) with at least one diagonal brace on the "B" pillar hoop. (The diagonal brace should extend from the top of the hoop to the bottom mount on the opposite side). Many vehicles will also mount a transverse pipe to the "B" pillar hoop at shoulder height for the mounting / positioning of harness straps.

For Vehicles with External Cages - These vehicles will require additional braces and typically will be of a heavier gauge. This is to compensate for the extra leverage away from the mounting points.

Steering and Four Wheel Steering Systems - Vehicles shall be allowed to have hydraulic assist or full hydraulic steering system, however 4 wheel steer vehicles will have a penalty applied if used during a stage.

Navigator Assistance - The navigator is not permitted to push or pull the vehicle at any time throughout a stage by physically touching the vehicle ? this will result in a DNF for the stage. The use of snatch straps, where appropriately attached to the vehicle, will be permitted for the navigator to use to balance the vehicle or assist in moving the vehicle over an obstacle. Vehicle must not be moving when the snatch strap is attached or removed from the vehicle. The use of tow rows / ski ropes / other options will not be permitted. This is to ensure the safety of navigators and portray of safety conscious image to spectators and the public.

Pre-Verification - All team entries for TTC2010 will attend a Pre-Verification meeting at venues TBA on the Jan dates noted in Rule 11 of rules outside of CCDA.

Automatic Nomination for 2010 - The first four place getters from the Tough Dog Tuff Truck Challenge 2009 will automatically receive selection (if desired), into the 2010 event.

Rule Changes & Amendments - The event organisers reserve the right to make changes or amendments to the rules at any time prior to commencement of the event