2020 OUTBACK CHALLENGE

SUPPLEMENTARY REGULATIONS

v3.1
1.0 COPYRIGHT
The Outback Challenge Pty Ltd Supplementary Regulations are the sole property of, and Outback Challenge Pty Ltd holds the copyright. The Outback Challenge Pty Ltd Supplementary Regulations may not be used by any person or entity, in part or in whole, for any reason whatsoever, without the express written permission of Outback Challenge Pty Ltd.

2.0 SUPPLEMENTARY REGULATIONS
These Supplementary Regulations are set out by the Outback Challenge Event Director and shall be read in conjunction with the CCDA Manual of Motorsport (Rule Book) V10.1 (2014).

The Event Director shall determine the interpretation to be followed in relation to any error, ambiguity, discrepancy or inconsistency within or between these Supplementary Regulations and the CCDA Manual of Motorsport (Rule Book) V10.1 (2014).

3.0 CREW DEFINITION
Each Crew will consist of driver and a co-driver in one vehicle. Each crew member must hold a valid driver’s licence and a current CCDA membership. A valid vehicle logbook must be presented at scrutineering.

Once the vehicle and Crew have completed scrutineering no changes will be allowed to the composition of the Crew without the written approval of the Event Director or Competition Manager, and only then if extenuating circumstances exist. Any changes to crew composition will be at the sole discretion of the Event Director or the Competition Manager.

Any Crew change made without written approval will result in disqualification from the Event. Exchanging driver and co-driver roles in a Crew is permitted throughout the Event, unless specifically directed otherwise for any SS or part of an SS by the Event Director or Competition Manager.

4.0 VEHICLE CLASSIFICATION
It is the sole responsibility of the Crew to ensure that their vehicle, as modified, complies with Vehicle Registration requirements for use on public roads. This includes Unregistered Vehicle Permits (UVP).

The vehicle must also comply with all specifications as listed in the CCDA Manual of Motorsport (Rule Book) V10.1 (2014).

5.0 DRIVING CONDUCT
This Event is conducted on both public roads and tracks on private property. These are shared with the public, property owners and their families, spectators and Event officials and other participants. Competing Crews are expected to extend courtesy towards other users of the road, and be aware that NSW road rules apply, including statutory speed limits.

Crews shall drive in a safe and reasonable manner appropriate to the circumstances. Crews considered to be driving dangerously will incur an event penalty to be determined by the Event Director or Competition Manager, up to and including disqualification.
6.0 EVENT SCRUTINEERING

Any vehicle presented for scrutineering which is deemed by the organisers not to be of a standard of appearance, or condition appropriate to compete in the Event, or fails the scrutineering inspection process, may be excluded from the Event.

The presentation of the vehicle for scrutineering is an implicit statement of conformity with the eligible vehicle class.

The vehicle must be presented for event scrutineering in a ready-to-start condition including full fuel tanks, full water containers, all camping gear, food, first aid kit, all compulsory equipment, spares and tools, etc. Personal belongings such as, clothing and perishable food do not need to be included at scrutineering.

Should a vehicle not successfully pass the scrutineering process at its first presentation a second scrutineering inspection may be granted upon application. This second inspection must be completed before the commencement of the first SS.

Event sponsor decals and competition numbers and markings must be placed as advised at event scrutineering.

The successful passage of a vehicle through the scrutineering process is not affirmation or endorsement that the vehicle conforms to the eligible vehicle class.

Crews must have the following documents with them at any Pre-event Scrutineering, Event Scrutineering and during the entire Event:

- Driver’s license (both driver and co-driver)
- Vehicle registration papers for the registered vehicle they are entering
  
  **Note:** Vehicle registration papers must show the owners name. If the vehicle is owned by a third party, a signed letter of approval for use is required

- Proof of current third party liability cover
- Proof of current membership to ambulance subscription (both driver and co-driver)
7.0 VEHICLE DECALS

8.0 EVENT BRIEFING

At the start of each competition day there will be a briefing held by the Competition Manager. Official Event briefings will be at parc ferme or competitor camp at a time and place to be advised.

9.0 BULLETINS

Bulletins may be released by the Event Director or Competition Manager throughout the event to supplement the regulations of the event as required.

10.0 SUPPORT TEAMS

The use of support teams is NOT PERMITTED for production and challenge class vehicles, unless specifically sanctioned by the Competition Manager for the recovery of a crippled vehicle from the SS course or other safety reasons.

The use of support teams is permitted for Open Class vehicles. Any support crew must be registered with the event as support/pit crew and must have a current CCDA membership. Other than competitors it is only Support/Pit crew that can access the pit areas and competitor compounds. Competition vehicles that are not on stage may only be worked on within the competitor compound or designated pit areas within the competition grounds.

Crews found to have a support team and/or unofficial reserves of spare parts, regardless of whether the team or reserve was used to assist the Crew during the Event, will be disqualified from the Event.
11.0 OUTSIDE ASSISTANCE

The objective of the Event is for Crews to be self-sufficient while competing and drive in a manner that preserves the vehicle and equipment in a safe and competitive condition and provides the best opportunity to complete the event free of major breakdown and without the need for outside assistance.

The spare parts and tools carried by the Crew should recognise this objective and in particular the likely requirements of the vehicle during the Event.

Outside Assistance is considered to be assistance provided by or organised by the Event Director or any third party not directly involved in or competing in the event. If outside assistance is required it will attract a 100 point penalty for each infringement.

Assistance, including the supply of spare parts or tools and consumables, by another competing Crew does not attract a penalty. A part of a vehicle that is integral to the vehicles operation even if the vehicle is disabled is not considered spare.

Assistance or tangible support from spectators or others is not permitted and may result in the assisted Crew being disqualified from that SS and/or the Event.

**DO NOT GET HELP OR SPARE PARTS FROM SPECTATORS.**

12.0 OUTSIDE ASSISTANCE PASS

At Event sign in each team will receive a single unique card that will allow access to outside assistance without penalty. These cards must be redeemed at the commencement of the outside assistance process together with a course exit form and are valid for one use only. An outside assistance pass is not transferrable to other teams. If at the end of the week a team is still in possession of an outside assistance card they may be redeemed for 100 points.

13.0 CLASS STANDINGS

A minimum of three teams is required for a class to be eligible.

14.0 PRODUCTION CLASS

Production class vehicles as per regulation are permitted to compete. All event rules and regulations apply.

15.0 CHALLENGE CLASS

Challenge class vehicles as per regulation are permitted to compete. All event rules and regulations apply.

16.0 TWO VEHICLE TEAMS

Teams consisting of 2 vehicles are eligible to compete. The vehicles within the teams must comply with challenge or production class. All event rules and regulations apply. If one vehicle is forced to retire the remaining vehicle may continue the event however they will only be eligible for 50% of the event points achieved. The second vehicle may return to the event.
17.0 OPEN CLASS
Open class vehicles as per regulation are permitted to compete. Open class entries are not required to be “self-sufficient”. They may also implement a support crew. Vehicles may be transported between stages/competition areas by truck or trailer. Open class vehicles without registration or a permit will not be permitted on public roads. A compound will be established at each competition area where support crew can supply parts and assist with the maintenance of the competing vehicle. If assistance is rendered outside of this compound the competing team will receive a 100 point outside assistance penalty. Open Class teams will compete using time cards and late/early time penalties will apply.

18.0 SUB CLASSES
All entrants to the outback challenge that enter under challenge class are eligible for outright placing. Below are the specifications of the sub classes within Challenge class. Final results are recognized in addition to outright results. Challenge Class entrants can only nominate for one sub class (excluding Rookie class). A subclass must be nominated before commencement of the Event. Each class must have 3 eligible nominations in order for results to be recognised (excluding Rookie class).

19.0 PRO STOCK
• Single Shocks in original mounts.
• Original brand of engine with original amount of cylinders.
• No turbo charging or supercharging
• A trophy and prize will be awarded to the highest Pro Stock Class Finisher.

20.0 PRO STOCK DIESEL
• Single Shocks in original mounts.
• Original brand of engine with original quantity of cylinders.
• Turbo charging IS permitted.
• A trophy and prize will be awarded to the highest Pro Stock Diesel Class Finisher.

21.0 ROOKIE
• First time entrant to the Outback Challenge. Rookie nominations may comply with any class.
• Both driver and Navigator must be first time Outback Challenge Competitors.
• A trophy and prize will be awarded to the highest Rookie Class Finisher.

22.0 TOURING
• Non competitive, Non timed attendant to the Outback Challenge. IE. Spectators.
• Results will be collaborated through novel activities and challenges. Results may be determined at the discretion of event officials.

23.0 REFUELING
Refueling must be done in refuel zones only! The refuel zones will be located close to competitor camp. Fuel will be made available by event organisers but this must be arranged before the commencement of the event. You may not organise your own fuel transport by a third party. Refueling outside of these areas will incur an outside assistance penalty. Any service station is considered a refueling zone.
The following procedures shall be followed whilst refueling the competition vehicle.

1. Refueling may only take place in the designated refueling or pit areas.
2. Fuel tanks and fuel containers may not be opened to the air until the vehicle’s engine is off, and the crew or occupants are not in the vehicle.
3. The vehicle may not be started or driven off until all fuel containers are resealed and the fuel system of the vehicle is secure.
4. All persons within a radius of 3 meters, must be clothed in low flammability clothing with wrist to neck to ankle coverage of the skin, and be wearing closed footwear with socks.
5. During the refueling procedure, a crew member must be on standby with a minimum of a 0.9kg dry chemical extinguisher.

For Madmax only competitors the nearest available fuel is located in Broken Hill approximately 30km away from the competitor camp. There will be 2 pit stops where you can refuel your vehicle during the event. A 4WD will be required to access the pit areas. Any fuel that needs to be transported to these pits must be done by a registered pit vehicle.

24.0 PORTABLE FUEL CONTAINERS
Any portable fuel containers must meet the minimum Australian standard of AS/NZS 2906. If mounted to a competing vehicle, they must have a minimum clearance of 200mm from any heat source, ie. radiator, oil cooler, shock absorber reservoir etc. They must be retained in a manner that they cannot fall out in the event of an accident.

25.0 WINDOWS
All window glass may be removed or replaced by another suitable material eg, polycarbonate or mesh. Windscreen and front door windows must be clear. Vehicles fitted with full windscreen must be fitted with windscreen washers and an effective windscreen wiper in the driver’s line of vision. Vehicles without a windscreen must use a mesh securely fitted to roll cage and/or metal body in front of driver and passenger. Maximum mesh size 50mm x 50mm, minimum gauge 3mm. Eye protection must be worn at all times when competing and at any other time when travelling at speeds greater than 30kmh in a vehicle without a full windscreen.

26.0 HELMETS
Driver and passengers must wear an approved and correctly fitted helmet. The helmet must meet minimum standard AS 1698, Snell 2005 or Snell 2010 and pass inspection by the Scrutineer. If a helmet has signs of misuse, neglect or damage the Scrutineer will require that it be replaced. If a vehicle without a windscreen is being used a full-face helmet with eye protection must be worn during all competitive stages. An Event or CCDA scrutineer must inspect any damage to a helmet sustained during competition before continuing.

27.0 ROLL CAGE
Each competing challenge class vehicle in the 2020 Outback Challenge will require a minimum single bracing member between the A-pillar and the B-pillar of the left and right side of a current CCDA specification roll cage. The recommended specification of this bracing would be that of the CAMS General Requirements Schedule J, Drawing J-13 the lower member.
28.0 **COMPETITION CLOTHING**

It is compulsory that race suits meeting the minimum SFI 3.2A/1 rating are worn for the 2020 Outback Challenge. Race suits must be worn from the commencement to the conclusion of any timed competition stage. Front zips and velcro must be secured with sleeves and legs covering wrists and ankles. Gloves and head wear must be worn as per CCDA regulations. If a race suit is damaged or contaminated by flammable chemicals it must be presented to an event official and it will be at their discretion as to whether the race suit is safe to continue competing with. If it is deemed unsafe the competitor will not be able to participate in any special stage until the race suit is cleaned/repaired or replaced. The penalty for failing to wear or an incorrectly fitted race suit is 10 points for each instance. Footwear must completely cover your feet. Open footwear is not permitted.

29.0 **EXTREME ZONE**

An “extreme zone” is an area where vehicle recovery is most likely and monitored by officials. No vehicle shall attempt an extreme zone directly behind another vehicle in recovery.

Penalty – DNS

30.0 **CROSSING A LIVE CABLE**

At no time is it permissible for a person or vehicle to cross over or under a live cable.

31.0 **PROTEST**

The Marshal’s decisions are final! To challenge an official’s decision a protest form must be completed and submitted to the Competition Manager before the close of competition for that day. The protest form must be submitted with a $500 bond. If the protest is upheld the bond is returned. If the protest is not upheld the bond is non-refundable.

32.0 **VEHICLE DAMAGE DURING EVENT**

Should a competing vehicle sustain mechanical, structural or body damage during the Event, either during transport or competition stages, and the Competition Manager cannot be assured that the vehicle is able, or can be made able to safely continue in the Event, the vehicle shall be presented for inspection by the Event CCDA Scrutineer at a place to be nominated by the Event Director.

The decision of the Event Director as to the ability of the vehicle to safely continue in the Event shall be final.

33.0 **WILFUL DAMAGE**

Willful damage to another vehicle is not permitted.

Penalty (with warning) – DNS

34.0 **TIME ZONES**

The Outback Challenge will run on Australian Eastern Standard Time AEST (UTC + 10h). If you have a smart phone it is suggested you deselect the auto time update option.

35.0 **GPS DATUM**

The Outback Challenge is run under the WGS 84 Datum. Co-ordinates will be displayed in **hh.mmmm**. unless otherwise specified.
36.0 TRANSPORT STAGES
A Transport Stage is the part of the Event during which competing crews travel from one SS
competition area to another. These Transport Stages include sections on public roads and NSW State Road Rules apply,
including statutory speed limits. Competing crews are expected to extend courtesy towards
other users of the road. Adequate time has been allowed for travelling between checkpoints without exceeding any
speed limits. Time has been allowed for refuelling, road conditions and raised dust.

37.0 TRANSPORT TIMING
The Outback Challenge is controlled by real time. At the commencement of each day competitors will receive time cards (figure 1) and a time schedule (figure 2). The times that correspond with the vehicle number on the schedule are the checkpoint times for that particular team for that particular day. Each checkpoint will have 3 sets of flags (figure 3). The first flags are amber signifying an upcoming checkpoint. The second flags are red and must not be passed until the teams allocated time appears on the clock. The clock is displayed on the Rally Safe unit in each vehicle. The third flags are green and signify the exit of the checkpoint. You may only be between the red and green flags while your allocated minute is displayed on the clock.

38.0 SCORING
Each stage will be awarded with a maximum number of points. The total points awarded may vary based on the difficulty of the stage. Each stage will have a DNF point documented on the stage notes. If the DNF point is reached but the stage is not completed, 20% of the total stage points will be awarded.

39.0 EARLY CHECKPOINT ARRIVAL
If you arrive at a checkpoint early you must wait outside of the red flags. You are not permitted to enter until your allotted time appears on the rally safe clock. You may work on your vehicles in this time. If you enter the checkpoint early you will be penalised 1 point for every minute early.
40.0 LATE CHECKPOINT ARRIVAL
If you are late you may pass the red flags immediately. The Check-point Marshal will mark your card with your actual arrival time. The amount of time you are late must then be added to the rest of your scheduled check-point times for that day. You may **not** make up the time. For each minute you are late there is a 1-point penalty. Your maximum cumulative late time is 60 minutes. If you exceed this time you will receive a maximum 60 point penalty and you must exit the course and rejoin at the next available check-point that corresponds to your original scheduled time. You may not start any special stages until you have rejoined the course. You will not receive any further late penalties until you have rejoined the course. If you fail to arrive at the first checkpoint of any day of competition within 60 minutes of your scheduled start time you will automatically receive a single 60 point penalty until you rejoin the course. The latest cumulative scores for the event dictate the starting order for the following day. If you move up the field your overnight camp time will be reduced due to an earlier start. This is not compensated and it is considered luck of the draw. If you drop back in the field your time will be extended due to your later start time.

41.0 COURSE EXIT PROCEDURE
The course exit form must be completed in order for any team to deviate from the predetermined course of the event. The form must be signed by the competitor and handed to a marshal who will then also sign and forward it to the Competition Manager. Failure to complete the Course Exit Form will result in a second Outside Assistance Penalty. The Course Exit Forms can be located in your roadbook.

42.0 EVENT EXIT PROCEDURE
If you are exiting the event and not returning you must use a course exit form and check the “Not returning to the event” box. By doing this you will eliminate any further late penalties.

43.0 MADMAX SCORING
Madmax is the final stage of the Outback Challenge. Points will be awarded to distance achieved within the designated DNF time. The winner is the team that achieves the most waypoints or completes the stage in the quickest time. For the purpose of stage presentation the distance achieved or quickest completed time overrules a points total e.g. a team achieves 90% of the waypoints but has a higher points tally because they completed bonus stages(if available). The team that completed the stage or achieved more waypoints will be deemed the winner. If two or more teams achieve the same amount of waypoints, the team that achieved the waypoints in the quickest time will be awarded a higher score.

44.0 MADMAX CONTROL POINTS
Madmax control points are **NOT** event checkpoints. Competitors do not need to stop and have times recorded unless instructed to do so by an Event official. Madmax is broken up into sections to separate the Moto and the Car divisions. Once all of the Moto divisions are accounted for and have cleared a section the Car division will commence. If a stage is not cleared, vehicles will be stopped at the preceding control point and the competitor’s time will be recorded. Vehicles are not to be worked on while time has ceased. Penalty - 100points. When the section is confirmed clear the competitors will be given a restart time. Any time lost will be added to the total DNF time.
45.0 RESULTS ON EVENT ABANDONMENT

In the event that the Outback Challenge be abandoned prior to the scheduled finish as a result of force majeure, the event results will be determined on the basis of points scored up to and including the last SS completed by all competing crews prior to abandonment of the event.

46.0 FORCE MAJEURE

For the purposes of this Event a Force Majeure means any circumstance not within reasonable control of Event Management. These circumstances may include, but are not limited to, incidents of exceptional adverse weather conditions which render the course impassable or unsafe and which adversely affect the ability of Event Management to perform its obligations.

47.0 PUBLIC INFORMATION/ MEDIA CRISIS

Do not make details of any incident public either via radio transmission or telephone. Keep emergency radio channel clear of all communication not relevant to the incident. Public announcement of any medical incident via Social Media is strictly forbidden.

All media enquiries are to be referred to Event Management. Do not make public any information without written authorisation. All media enquires about any accident or medical emergency must be referred to the Event Director or Competition Manager.

48.0 MEDIA CRISIS MANAGEMENT

A media crisis is defined as potentially adverse media or public interest of an incident at the Event, which could threaten the reputation of the Event or the organisation of the Event in the future.

An 'Incident' is defined as an unusual or unplanned event which:
- occurs as a direct result of event activities
- affects the safety of any person engaged in event activities
- exposes any deficiency in safety or environmental protection procedures

If there is an incident that has the potential to become a media crisis, however caused, competitors and Event officials are advised to refer all media questions to Event Management. If we have an incident that has the potential to become a media crisis, the Event Director is to be notified as soon as possible.

Only after the Event Director has been fully briefed of any media crisis will the Event Director release a statement on the incident and focus attention on the positive steps being taken to resolve the incident.

49.0 PROHIBITED BEHAVIOUR

No participant shall seek favour from, influence, manipulate, obstruct or interfere with the duties of any member of the Competition Committee or Event Officials. Any participant found doing so, shall be immediately disqualified.

No participant shall interfere or tamper with, any other competitor’s vehicle whatsoever. Any participant found doing so, shall be immediately disqualified.

Any participant found by the event organisers to be cheating, will be dealt a penalty which will be determined by the SS Manager and the Arbitration Committee.
No participant shall abuse or threaten any Event Official. The penalty is event disqualification.

Firearms and dogs are banned from the Outback Challenge. This includes, Officials, competitors or spectators.

50.0 TREAD LIGHTLY

Crews will be responsible for leaving a camp ground as they found it. You should minimize your impact on the land, stay on defined paths, do not burn rubbish or cans in campfires, don't leave anything behind, and take all rubbish with you. Failure to remove rubbish will result in a penalty.

51.0 VIDEO, PHOTOGRAPHIC IMAGES AND CAMERAS

All broadcasting rights including video and photographic images are the sole property of OUTBACK CHALLENGE PTY LTD or its nominee/s.

The official photographer of the Event is the only person authorised take photographs at the Event for commercial use. Magazine photographers are invited on the understanding that their photographs will only be used in the publications they represent.

The use of video cameras, either hand held or vehicle mounted, by any competing Crew or Event official, is permitted only at the discretion of the Event Director. Any still or video footage taken during the Event by competing Crews or vehicle mounted cameras, or by Event officials, is not to be used commercially or to be sold to a third party for use commercially or professionally without the prior written approval of the Event Director. This includes any photographs or video footage taken for use by individuals and Crew sponsors.

All competing Crews and Event officials who wish to use a video camera at the Event are to have the prior approval of the Event Director. Applications can be made in writing. Please contact OUTBACK CHALLENGE PTY LTD if you have any footage which we can use in the official video/DVD.

52.0 SPECTATORS

Spectators are welcome and may attend the Event with a Spectator’s Package; however they must be completely self-sufficient in food, water, vehicle travel, etc.

A Spectator’s Package will be made available for purchase by competing Crew’s family and other supporters who may want to attend the Event. Only holders of a Spectator’s Package will be admitted to SS competition areas.

Spectators will be admitted to defined viewing areas of the SS competition areas and will not be permitted to move from one viewing area to another without being guided by an official. They are to abide by all rules and directions laid down by any and all Event officials while on the properties, or in the areas, reserved and/or used for conduct of the Event.

Camping areas will be provided for spectators in a different location from those provided for competing Crews.

Any assistance to, or tangible support of, competing Crews by spectators will result in the disqualification of that Crew or those Crews from the Event.