



Association of All Wheel Drive Clubs - Southern Africa

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AAWDC INTERCLUB FUN DAY RULES





Association of All Wheel Drive Clubs - Southern Africa

AAWDC – Interclub Family Fun Day Rules

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1. INTRODUCTION

One of the main objectives of the AAWDC is to promote interclub relations by organising an annual AAWDC Interclub Fun Day (IFD). It is about bringing member clubs together to compete against one another on a range of 4x4 obstacles. The emphasis is on fun for the whole family and obstacles are designed in such a way that any standard 4x4 vehicle with a low range will be able to complete the obstacle without damage. It is furthermore a fund raising event to support the activities of the AAWDC.

The AAWDC appoints a paid up member as the Hosting Club (HC), who has volunteered to host the IFD, at least one year before the event. The (HC) understands and agrees to these rules.

2. HOSTING CLUB'S RESPONSIBILITIES

The HC is responsible for organising, coordinating and ensuring the following:

1. To appoint an Event Director (ED) who shall become part of the executive committee of the AAWDC for the year prior to the event. The ED will attend all meetings and submit a progress report at each of the AAWDDC Committee meetings prior to the IFD.
2. The ED will invite a representative of each of the participating clubs to serve on the IFD organising committee.
3. A sound system for the day that will be clearly heard at the obstacles and at the prize giving area.
4. The prize giving event and sponsored prizes
5. Braai area, grids, fire, pap and gravy at the prize giving.
6. Portable toilets.
7. Camping area for competitors to overnight.
8. Entrance gate control.
9. Clearly marked roads leading to the venue as well as entrance, parking and visitor's areas.
10. Clear directions between and to obstacles.
11. Medical assistance via the ORRU. Catering for the day for the ORRU members.
12. Entry area where participating vehicles line up before the event.
13. Radio communication for officials and marshals.
14. Main scoring and score sheets for the day.
15. A dedicated area where refreshments could be sold to visitors and participants.
16. No alcohol, the use of alcohol or any person under the influence of alcohol will not be allowed in the demarcated obstacle areas. That includes drivers, co-drivers, passengers and spectators.
17. Once the obstacle has been built and tested, no one will be allowed to drive the obstacle prior to the event.
18. That reasonable time frames are given to clubs that are responsible for building obstacles, within which vehicles should complete the obstacles.
19. Clearly marked and/or number identification stickers for each of the participating vehicles.
20. An IFD organising committee to organise the event. The following dedicated appointments needs to be part of the IFD organising committee: (Other appointments will be at the discretion of the HC)
 - a. A person to liaise with all the different clubs.
 - b. A vehicle scrutinizer
 - c. An obstacle scrutinizer
 - d. A Clerk of the Course (COC)
 - e. A timekeeper for the event
21. The AAWDC will appoint a representative from the executive committee to attend all the HC's organizing committee meetings.
22. The HC will table a detailed list of all sponsors and sponsored prizes at the first AAWDC executive committee meeting after the IFD.



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3. PARTICIPATING CLUBS

1. Each club will nominate a person who will attend all the IFD meetings the year prior to the event. It is suggested that the clubs nominate a different person each year. That will give club members the opportunity to meet new people and build interclub relations.
2. Only paid up member clubs may take part and all members of the club team must be a paid up member of the club concerned.
3. Each participating club is allowed to enter only one team of 10 vehicles. Should there not be enough participating clubs by closing times for entries then the organisers may, at their own discretion only, allow other clubs to enter more than one team from the club.
4. Teams shall consist of 10 vehicles and 10 drivers. More than 10 vehicles shall not be allowed and if the team consists of less than 10 vehicles, the average score shall be calculated as if 10 vehicles participated.
5. Each 4x4 must have its own driver as well as a co-driver. The designated co-driver does not have to be in possession of a driver's license.
6. No inter car-, driver- or co-driver exchange is allowed at any one stage during the whole of the event.
7. No speed related driving activity will be allowed.
8. Each participating club will be required to host an obstacle for the event and such hosting could be a qualifier for the event.
9. Each participating team will be fully responsible for its own recovery at any one stage during the entire event. It will be the team's responsibility to ensure vehicles have adequate recovery points, the correct recovery gear and the correct and safe recovery procedures are employed during such a recovery.
10. It is the participating club's responsibility to ensure that its members abide by rulings of the COC who has the right to remove any person from any further participation at any time if he is of the opinion that either the IFD rules are not adhered to or that such person is a safety risk at the IFD.
11. Each club will be held responsible for the safety of its team members and to conduct safe practises during the event.
12. It is the team coordinators' responsibility to submit the following information bundle before the event:
 - a. Driver and co-driver entry and indemnity forms.
 - b. Proof of payment of team entry fee.
13. The team coordinator is responsible for ensuring that all driver participant scores are signed off after completing the obstacle. Failure to do so will abdicate the driver's opportunity to dispute the marshal's awarded score.
14. It is the participating team's responsibility to clean and remove all garbage and material used after the event.
15. The host club will not enter a team to compete as part of the fun day.

4. OBSTACLES

1. Each participating club must prepare one driving orientated obstacle within the guidelines set by the hosting club.
2. The obstacle scrutiniser will, together with the Club representative, test the obstacle prior to the IFD at a time that the hosting club will determine and the club will be obliged to implement the suggested changes set by the obstacle scrutiniser.
3. There is no limit to the number of obstacles each participating club could set up. This will be determined by the host club.
4. Clubs are responsible to finally set up their own obstacles the day before the event.
5. Club obstacles must be clearly identifiable by means of a banner, etc.
6. An alternative route (bypass) must be available at all individual obstacles.
7. The rules for each obstacle must be clearly explained to the participants before they enter the obstacles to prevent possible disputes.



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8. Rules of the obstacle must be made available in writing to the competing club's team leader.
9. If a vehicle is stuck and the next team cannot participate, the COC needs to be informed ASAP, which will make a ruling in the best interest of the waiting club.
10. If the COC is at any one stage during the event of the opinion that an obstacle has become unsafe, he reserves the right to cancel the obstacle entirely, and all scoring at that obstacle will be cancelled.

SCORING

1. Each club is responsible for developing a scoring system for the set of obstacles for the day. The final score, after individuals have been through the obstacles, must be transferred to a score sheet that the organisers of the day will make available.
2. Each driver will start each set of obstacles with 100 points to his/her credit. Points will be deducted for mistakes made along the way, as per the set of rules per obstacle. A participant cannot be scored negatively resulting in the least number of points possible being 0. In the same regard a participant can also not score more than 100 points.
3. The minimum score per team per obstacle will be 0 and the maximum points will be 1000 (100 points x 10 vehicles = 1000 points)
4. Only participating vehicles will each be allocated with 100 points credit. If only seven vehicles participate, the maximum points a team could score at that obstacle will be 100 points x 7 vehicles = 700 points.
5. The club that has accumulated the most points on the day will be the winners.
6. Should there be a tie in the points then the club with the most full scores – 100 points – will be announced the winner. Otherwise the club with the most scores over 80, then the most scores over 70 etc. until a winner is found.
7. The scoring, once finalised at the end of the day, will be printed out and displayed in manner that all concerned can view.
8. The final scoring will be completed by 17h15 of the day.
9. All participants will be allowed 30 minutes to study the results after the public posting of the results.
10. During this 30 minute time slot, and only during this 30 minute time slot, would any team wishing to lodge a protest be allowed to do so.
11. Any team wishing to lodge a protest, will put down a deposit of R1, 000.00 for the protest.
12. No protest will be accepted without payment, no matter how big or small the protest is.
13. Once a protest is officially lodged, the Clerk of the Course, in conjunction with a pre designated committee, will look at the protest, and declare voidness thereof.
14. If the protest succeeds, the team can appeal against the final scoring, in order to have it corrected.
15. The deposit of R1000,00 will then be refunded to the team if their protest is successful. If the protest is not successful, the deposit will not be refunded, but be awarded to the AAWDC.
16. Once all this is finalised, the final score will be put up and the organizers will then proceed with the prize giving.

5. MARSHALS

1. Each participating club must have enough marshals to man their obstacle for the day.
2. Each participating club must make available one additional marshal for every obstacle they build that will be used to assist at other club obstacles. The allocation of such marshals to other obstacles will be done by the hosting club.
3. Each marshal point will have a radio. It is up to the hosting club to organise the radios.
4. Marshals may not consume alcohol or marshal under the influence of alcohol at the marshal point.
5. Each club is responsible that their marshals wear easily recognisable clothing.
6. Marshals will be in full control of the marshal point, will not leave the marshal point unattended and will remain at the obstacle until the chief marshal ends the day's proceedings.
7. Marshals will treat the participants of the event with respect and vice-a versa.



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8. The obstacle marshals are responsible for ensuring that the spectators are kept back at a safe distance, during the use of the obstacle and especially during any recovery from the obstacle.
9. While any recovery is to be handled by the teams, the marshals in charge of that obstacle are responsible to ensure a safe environment at all times.
10. Each marshal should be equipped with a whistle and at any point the blowing of a whistle at that obstacle means all actions should stop until it is determined who blew the whistle and why.
11. The marshals, while not in charge of the recovery, may at anytime, should they feel safety is being compromised, stop all proceedings at that obstacle and report such action to the Clerk of the Course.
12. It is expected of marshals to document all scores of participants. Scores are to be made available for sign off, by each driver, after the team has completed the obstacle. Score sheets are to be returned to the host club after the last team has completed the obstacle.

6. VEHICLES AND DRIVERS

1. All drivers must be in possession of valid driver's licenses.
2. All participating vehicles must be roadworthy and clearly display a valid registration and licence.
3. In conjunction with roadworthiness and a valid license the following pre-requisites are required:
 - a. All vehicles are required to have factory fitted or aftermarket certified working safety belts for all occupants in the vehicle.
 - b. Open or soft top vehicles require roll cages or roll bars. Aftermarket certificates may be required on request.
4. All participating vehicles must have 4x4 low range.
5. No 4 wheel steering vehicles, pipe cars or over modified vehicles will be allowed to participate.
6. The hosting club reserves the right to scrutinise any vehicle at any stage during the event. A vehicle that does not comply with the IFD rules could be disqualified from the entire event, irrespective of how many obstacles have been completed.
7. All participating vehicles shall have its own basic rated recovery kit and shall have a rated recovery points in the front and at the rear of the vehicle.
8. Once a vehicle becomes stuck within an obstacle then it becomes a RECOVERY situation and all RECOVERY safety rules apply.
9. Any non participating vehicle that gets stuck within the event terrain is to be recovered under control of ORRU.
10. Each team is responsible for the safe recovery of their own participating vehicles from any obstacle.
11. Each recovery must be done under the exclusive control of a Team Recovery Director, meaning ONE person on that team is the one and only person in charge, and only that Director will instruct either of the two or more drivers when to move and what to do. Ideally that Recovery Director should be in radio contact with both vehicles involved in the recovery. This is an ideal place for handheld radios. ORRU, however, remains responsible for the overall safety of the event and may intervene at any point.
12. Tyre chains are not allowed.
13. No driver or navigator may consume any alcohol during or before the competition. Consumption of any alcohol will lead to the immediate dismissal of the participant.
14. No dangerous, unsafe driving or recklessness will be allowed anywhere or at any time during the events.
15. Drivers, co-drivers and all passengers in the vehicle shall at all times wear proper seat belts when travelling between or on obstacles. No passengers will therefore be allowed on the back of LDV's or other open vehicles at any one time during the event.
16. Each driver gets only one opportunity to do any set of obstacles.
17. No communication of whatever nature will be allowed between any person inside the vehicle with any person outside the vehicle while the vehicle is negotiating an obstacle.



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18. The drivers will not be allowed to use their radios on the day of the event. Radio communication will be restricted for use by the marshals of the day only.

7. FINANCIAL MATTERS

1. The value of the entrances fees for participating teams shall be decided upon by the AAWDC committee and shall be for the benefit of the AAWDC. The entry fee is charged per team.
2. Entry fees will have to be paid before any competitor can start.
3. A reasonable entrance fee for spectators may be charged. The value thereof must be approved by the AAWDC committee.
4. All other expenses for the day shall be covered by income that may be generated from food stalls, a beer tent, spectator entry fees, exhibitors etc.
5. Only under special circumstances as decided by the AAWDC committee and by presentation of a budget shall any expenses be covered by the AAWDC.