



WCCC

Western Cape Challenge Club



REGULATIONS AND SPECIFICATIONS FOR THE 2012 WESTERN CAPE 4X4 EXTREME CHALLENGE CHAMPIONSHIP

1. CONTROLLERS

The controllers of the Championship will be the Western Cape Challenge Club Committee in conjunction with Womza

2. ELIGIBILITY OF COMPETITORS

- 2.1 Drivers must be a minimum of Seventeen (17) years old and Co-driver must be a minimum of 14 years old
- 2.2 The driver must be in possession of a driver's license, or at least a learner's driver's license.
- 2.3 Drivers and Co-Drivers may only compete in one vehicle on the day of the event. They may not change vehicles if their entered vehicle cannot continue .

3. ELIGIBILITY OF VEHICLES

- 3.1 The Championship will be open to any lightweight 4x4 vehicle for which a code B drivers licence would normally be required and qualifying to compete in the classes as defined below.
- 3.2 At his discretion, the Clerk of the Course may exclude any vehicle deemed unsuitable for this type of event, or deemed damaging to the obstacle course because of excessive weight, construction or any other reason. The decision to exclude such a vehicle will be made in consultation with the Chief Scrutiniser. The entry fee of any competitor excluded in this manner will be refunded in full. Any objection against such a decision will therefore become the subject of a Protest.

4. CLASSIFICATION

Class A	Super Modified
Class BM	Super Modified Production
Class B	Modified Production
Class CM	Standard Modified
Class C	Standard Non-Modified
Class D	Two Wheel Drive Buggies
Class CL	Street Legal Locker

5. VEHICLE SPECIFICATIONS

Super Modified Class A

- 5.1 This is an open class and covers all 4-wheel drive vehicles not complying with classification of the other classes.
- 5.2 Maximum tyre size 37"

Super Modified Production Class BM

There is no limit to changes or modifications except the following:

- 5.2.1 The body shell must cover 70% off chassis in length and width.
- 5.2.2 Bodies may be changed or modified provided that a floor panel or lid as well as sides and back are not less than 150mm high, following the lines of the cab and stretching over the back wheels.
When reversing into a vertical wall, the body or chassis must touch before the wheels.
Doors may be removed. Safety nets must be fitted in the absence of the doors.
- 5.2.3 Body parts such as mudguards, bonnets, firewalls and floor panels may not be removed or substituted by transparent material.
- 5.2.4 The chassis and differentials of the vehicle must be of a standard 4-wheel drive light production vehicle.
The chassis may be lengthened, shortened, narrowed or widened. The front end may not be cut shorter than the centre of the front axle and the back end not to be shorter than 400 mm in front of the centre of the back axle.
- 5.2.5 Pneumatic and/or hydraulic suspension types will not be permitted.
- 5.2.6 Rear wheel steering is not permitted.
- 5.2.7 Limited slip or locked differentials in the front and/or rear axle will not be permitted.
- 5.2.8 Vehicles fitted with lockable differentials may compete in these classes provided that the locking facilities are disabled to the satisfaction of the Scrutinisers
- 5.2.9 No turn brakes or any form of individual braking system is allowed
- 5.2.10 Shock mountings on chassis may be changed or modified. Leaf springs may be replaced by coil over's.
- 5.2.11 Maximum tyre size 35"
- 5.2.12 Split gearbox will be allowed only if standard, no aftermarket (add-ons) will be allowed. Final decision will be made by the Clerk of the Course in conjunction with the Chief Scrutineer and Technical Committee.

Modified Production Class B

- 5.3.1 The body shell must resemble a standard 4x4 production vehicle and may not be altered in such a way that the vehicle becomes unrecognisable to the general public. Body parts like firewalls, floor panels, load bodies, doors, bonnets etc may not be removed or substituted by a transparent material. Vehicle's may have half doors fitted and those without full doors must have non transparent material as a substitute as to resemble a vehicle that has a full door.
- 5.3.2 The chassis of the vehicle must be of a standard production vehicle and may be shortened, lengthened or widened but not narrowed
- 5.3.3 Shock mountings on the chassis must remain the same position and may not be moved. Leaf springs mountings, radius arms and lateral arm on the chassis may be removed and modified, but the original suspension type must be maintained. The original suspension mounts may not be moved or modified in any way
- 5.3.4 The body of the vehicle must cover at least (30% percent, of each tyre area as seen from above
- 5.3.5 Anti-tramp rods or bars may be added to a leaf spring suspension for the purpose of eliminating axle warp
- 5.3.6 Fibreglass bodies can substitute for metal bodies provided they meet the requirements as per rule 5.3.1
- 5.3.7 Maximum tyre size 35"
- 5.3.8 No differential locks and turning brakes will be allowed

Standard Modified Class CM

No changes or modifications are permitted except for the following

- 5.4.1 Standard production vehicles shall be series production vehicles of which fifty or more of the same model have been manufactured by a recognised manufacturer.
- 5.4.2 The vehicles must be roadworthy and licensed; proof to the scrutiniser's satisfaction may be required
- 5.4.3 The standard production chassis and body shell including the doors, windscreen, load body mudguards and bonnet must be retained.
- 5.4.4 Bumpers may be removed and replaced by aftermarket bumpers not detracting from the looks and image of the vehicle, to the discretion of the scrutinisers
- 5.4.5 After market suspension, shocks, may be fitted with a max suspension lift of 50mm and a max body lift of 40mm
- 5.4.6 Running boards may be removed and guards to protect the sides and underside of the vehicle may be fitted
- 5.4.7 The engine, transmission system and axles must be items used in production vehicles but not necessary by the same manufacture and model as the body and chassis.
- 5.4.8 Inlet system must remain standard as per engine specification
- 5.4.9 Max tyre size of 33"
- 5.4.10 The vehicle must have a factory fitted roll over protection (hard top) or alternatively be fitted with a roll bar in the case of a bakkie or soft top and to meet the scrutinisers satisfaction
- 5.4.11 Factory fitted differential lockers on independent front suspension vehicles will be permitted on the rear axle. No lockers will be permitted on live axle vehicles.
- 5.4.12 Seats may be changed to improve driver and co-driver safety.
- 5.4.13 Any safety modification can be entertained provided it does not give the competitor an advantage. In addition to reinforcement to bodywork, differential carriers, steering rods and joints may be reinforced and/or strengthened, providing that they do not give any performance improvement. These reinforcements must meet scrutiner's satisfaction.

Standard Production Class C

No changes or modifications are permitted except for the following

- 6.4.1 Standard production vehicles shall be series production vehicles of which fifty or more of the same model have been manufactured by a recognised manufacturer.
- 6.4.2 The vehicles must be roadworthy and licensed; proof to the scrutiniser's satisfaction may be required
- 6.4.3 The standard production chassis and body shell including the doors, windscreen, load body mudguards and bonnet must be retained
- 6.4.4 Bumpers may be removed and replaced by aftermarket bumpers not detracting from the looks and image of the vehicle, to the discretion of the scrutinisers
- 6.4.5 After market suspension, shocks, may be fitted with a max suspension lift of 50mm and a max body lift of 40mm
- 6.4.6 Running boards may be removed and guards to protect the sides and underside of the vehicle may be fitted
- 6.4.7 The engine, transmission system and axles must be items used in production vehicles by the same manufacture and model as the body and chassis.
- 6.4.8 Inlet system must remain standard as per vehicles specification
- 6.4.9 Max tyre size of 31"
- 6.4.10 The vehicle must have a factory fitted roll over protection (hard top) or alternatively be fitted with a roll bar in the case of a bakkie or soft top and to meet the scrutinisers satisfaction
- 6.4.11 Factory fitted rear differential locks are permitted on vehicles which come standard with independent front suspension .
- 6.4.12 Seats may be changed to improve driver and co-driver safety.

- 6.4.13 Any safety modification can be entertained provide it does not give the competitor an advantage In addition to reinforcement to bodywork ,differential carriers and steering rods and joints may be reinforced and/or strengthened providing that they do not give any performance improvement to meet scrutinisers satisfaction.

Two Wheel Drive Vehicles (Class D)

- 7 Any two wheel drive vehicle is permitted. The general conditions applicable to all in so far as they apply to two wheel drive vehicles, will apply in this class.
7.1 Modification unlimited except tyre size Max 35"

Street Legal Locker Class (Class CL)

- 8 There is no limit to changes or modifications except for the following
- 8.1 The vehicles must be roadworthy to the Scrutinizers satisfaction
 - 8.2 The doors, windscreen,mudguards and bonnet must be retained, without altering the shape. Reinforcement may be made to these components.
 - 8.3 The body shell, chassis and loadbody may be professionally shortened, but not narrowed.
 - 8.4 The suspension type may be changed, e.g. leaf springs to coil springs. Aftermarket coil-over shock absorbers will not be permitted.
 - 8.5 Bumpers may be removed and replaced with bumpers or bush bars not detracting to the looks and image of the vehicle, to the discretion of the Scrutineers.
 - 8.6 A body lift kit may be fitted provided that the vehicle retains roadworthiness and that the lift is not more than 100mm
 - 8.7 Running boards may be removed and guards, to protect the sides and underside of the vehicle may be fitted
 - 8.8 Doors may not be removed unless the manufacturer provides this facility by means of a quick release system. Safety nets must be fitted in the absence of the doors
 - 8.9 Inner fenders may be modified and vertical external panels may be modified and wheel arch flares added to accommodate bigger wheels, taking into consideration that the recognisable shape and profile of the vehicle must be retained.
 - 8.10 Engine, transmission system and axles from a lightweight standard production vehicle must be used .
 - 8.11 Power steering may be fitted.
 - 8.12 Rear and front limited slip and locked differentials are permitted.
 - 8.13 The use of a mechanically split transfer case, to achieve rear or front wheel drive only, is permitted .
 - 8.14 Maximum tyre size 35"

9. GENERAL CONDITIONS APPLICABLE TO CLASSES

- 9.1 All vehicles must, in the opinion of the controllers, be safe and capable of completing the course. Brakes and steering mechanisms will be strictly scrutinised and normal safety requirements, such as properly secured batteries, will be checked.
- 9.2 Open vehicles must be fitted with roll cages.
- a) Adequately mounted and positioned in such a way that the competitors are protected at all times.
 - b) Constructed of steel tubing of minimum 38mm diameter with a minimum wall thickness of 2.5mm or 50mm and higher with 2mm wall thickness. Tubes must have holes of 6mm diameter drilled into all members for checking the tube thickness.

All open-type vehicles or vehicles without functional side windows must have safety nets, securely fitted, covering window opening from the top of the windscreen height to the top of the door opening. The net must not have openings of more than 70mm square. Vehicles with functional windows must close the windows to 70mm below the top of the window frame if no nets are fitted. All open vehicles must have a minimum of a net covering the occupants instead of a roof with the same specifications as window nets.

No Paddle, chain or snow type tyres allowed

- 9.2.1 Only class C, CM and CL may use factory fitted seat belts as min requirements, but will have to sign and indemnity form and the rest of the classes must use a 4 point seat belt. Lock plate to be fitted.
- 9.2.2 All vehicles must have a min 2 kg serviceable fire extinguisher, easily accessible to Driver, Co-driver and Officials. Proof of purchase or serviced within the preceding 12 months.
- 9.2.3 Batteries to be in a covered battery box except batteries under a hood
- 9.2.4 No Fire extinguishers containing carbon tetrachloride shall be used
- 9.2.5 Head space of at least 50mm shall be allowed between the outer surface of the roll cage end and the top of the helmet of a competitor, when seated normally.
- 9.2.6 No loose objects will be permitted in a competing vehicle .
- 9.2.7 Filler caps must be located on the outside of the vehicle cab and caps must be properly sealed .

10 RECOVERY POINTS

- 10.1 All vehicles must be fitted with recovery points at back and front, securely bolted down (welding is not acceptable) and easily accessible. Recovery hooks must be painted red and must accept a rope loop to be secured. Only factory produced recovery points are acceptable. Where factory recovery points are used and are designed for use with shackles, these shackles is to be a minimum of 3.25 ton rated shackles. Tow balls will not be acceptable as recovery points. If vehicle colour is mainly red, recovery hooks must be yellow.
- 10.2 The Driver of a vehicle is responsible for the integrity of the recovery point

11. GENERAL RULES

- 11.1 No competitor will be allowed to start the event unless/he has satisfied the officials concerned that all the under mentioned documents and equipment are in order and the requirements met.
 - a) Current competition licence for entrant, driver and co-driver.
 - b) Properly completed and signed entry forms.
- 11.2 Suitable clothing, with a minimum of long cotton pants, short sleeve cotton shirt and lace-up shoes, must be worn by all competitors.
- 11.3 A competitor may not start an obstacle until he/she and his/her co-driver have their crash helmets and safety belts on and fastened and safety nets secured.
- 11.4 The driver and co-driver may not loosen their safety belts between the start and finish line of an obstacle. Offending competitors will forfeit all points for the specific obstacle.
- 11.5 Competitors will be allowed one (1) minute to inspect each obstacle, after which the Marshal will ask competitor to proceed. Failure to abide by the ruling of the Marshal will lead to exclusion for that specific obstacle.
The competitor may attempt the obstacle until he/she has lost all the points for that particular obstacle, at which time his vehicle must be removed in such a way as to minimise damage to the obstacle. If a competitor cannot proceed any further in an obstacle and damages the obstacle by excessive spinning of the vehicles wheels or in any other way, the Marshall will stop the competitor, warn him/her and make a note on the score sheet to this effect.
- 11.6 Only standard tyres, rated for use on the road and with a minimum speed rating of 100 kilometres per hour, will be permitted. Paddle tyres, tyre chains, studs, double wheels, etc. may not be used.
- 11.7 Competitors will draw the starting order for the first obstacle of the day for different classes at drivers briefing. Once drawn, swapping numbers with other competitors will not be allowed. The competitor that started the first obstacle, will fall into the back of the queue at the second obstacle and so on for the rest of the event.
If a competitor falls out of the competition, ranks will be closed so one competitor does not start consecutive obstacles first.

- 11.8 After a vehicle has been involved in a roll,(i.e. : falls on it's side or roof, or rolls over 360 degrees and lands on its wheels) , that vehicle must be re-inspected for safety reasons and signed off by the Scrutiniser, before it will be allowed to enter the next obstacle. A vehicle not signed off will not be eligible to score points in any successive obstacles .
- 11.9 The cut-off time for a group of competitors starting a new obstacle is 17:00, unless otherwise stated by the COC .
- 11.10 It is forbidden for any competitor to consume alcohol while taking part in an event, or in the time period between a competitor completing an event and the relevant officials at the event giving a decision on any protest may have lodged. Offenders shall be excluded from the event and shall be reported for possible further action by the WCCC Officials and Committee. Likewise action may be taken against any competitor who abuse (verbal or in any other way), the officials and marshals.

12. INCIDENT REPORTS

- a) Every driver is obligated to hand in their completed Incident Report Form to the Secretary, as soon as possible after having retired early from the event.
- b) Competitors who fail to hand in an Incident Report Form render themselves eligible for a R50.00 fine.

13. COMPETITION NUMBERS

- 13.1 Competition numbers will be supplied by the organisers at documentation and must be applied in a clearly visible position on the left and right front side of the vehicle
- 13.2 Vehicles without adequate space for competition numbers and/or sponsors decal's, must be fitted with a board, minimum size 300 x 400 mm, to each side of the vehicle.

14. CREWS

- 14.1 The driver and co-driver are deemed to be crew and no other persons will be allowed in or on the vehicles during the event.
- 14.2 Competitors will only score points towards the category entered, namely driver and co-driver as shown on the entry form and **must** remain as such for the duration of the event. Only the Clerk of the Course may authorise a change. Co-drivers may bypass a maximum of one obstacle per event if permitted by COC and will then score 0 points for that obstacle.

15. ROUTE

- 15.1 Different classes may be required to complete different obstacles or sections of obstacles.
- 15.2 The route will consist of a minimum of ten (10) or a maximum of twelve (12) obstacles of which two (2) may be progressive obstacles and two (2) penalty obstacles.
- 15.3 Crowd control must be maintained by demarcating the danger zones at obstacles by means of banner tape, leaving enough manoeuvring space for the competitors. Spectator tape must be a minimum of 3m from the straight line joining two adjacent gateposts.
- 15.4 Obstacles shall be clearly marked by gates and competitors may not deviate from the route.
- 15.5 The exit to each obstacle must be extended and marked with banner tape of a different colour, clearly indicating where the obstacle has ended with the intention of improving crowd control.
- 15.6 The gates shall consist of two gateposts clearly marked with banner tape, 3m to 5m apart.
- 15.7 The top of the gatepost must not be lower than 1m and not higher than 1.5m above ground level.
- 15.8 Organisers should make use of steel rods with flat top (washer) welded to them and driven into the ground at critical positions for the gates

- 15.9 The top end of the gateposts must be circular or rounded for safety reasons.
- 15.20 The Clerk of Course reserves the right to alter the route or cancel any obstacle as deemed necessary in consultation with drivers and co-drivers with a majority rule. No obstacle will be cancelled after one competitor has attempted and/or successfully completed it. If it is deemed necessary to alter an obstacle, after an attempt by a competitor, the competitor will be granted a second chance.
- 15.21 Obstacles must be set out in such a manner that allows participants to negotiate and/or complete the obstacle safely and successfully. Progressive scoring may be used where it is envisaged that competitors may not be able to complete the obstacle successfully.
- 15.22 Water and mud obstacles must not be deeper than 150mm.
- 15.23 Where normal gateposts cannot be used, plastic cones may be placed as a gatepost and the whole cone including the base will be regarded as part of the gatepost.
Both posts and gates must be marked clearly with colour coded 50mm duct tape.

Class A	- Red
B & BM	- Blue
C	- White
CM	- Green
D	- Yellow
CL	- Silver

- 15.24 The front wheel hubs may not pass through the designated starting gate when taking a roll back
- 15.25 No reversing through finishing gate.
- 15.26 Centre of front axle will be deemed the start of an obstacle , and most rear of vehicle will be deemed the finish of obstacle.

16. POINTS SYSTEM AND TYPE OF OBSTACLES

GENERAL

- 16.1 A time limit will be imposed on each obstacle. A marshal will start the clock as soon as the start signal given and the competitor will be deemed to have completed the obstacle when the rear most part of the vehicle cross the imaginary line between the last two gateposts at the finish line.
- 16.2 If the organiser does not specify a time limit for an obstacle, a time limit of six (6) minutes per obstacle will be applicable. If the competitor has not completed the obstacle within the time given the Marshal will stop the competitor and the competitor will forfeit all points for that specific obstacle.
- 16.3 Obstacle shall consist of a maximum of six (6) numbered gates including start and finish gates.
- 16.4 Although no banner tape shall be used between gates for the purpose of demarcating the route, all points for the specific obstacle will be forfeited if the competitor touches the crowd control banner tape
- 16.5 All points for the specific obstacle will be forfeited if the competitor:
Request to bypass the obstacle. (bypass)
Becomes stuck in an obstacle. (stuck)
Fails to start the obstacle. (no start)
Permits any outside assistance in the obstacle. (assist)
Must be towed out of the obstacle. (tow out)
Travel with two wheels over or outside the first or the last gatepost demarcating the route. (abandon route)

PROGRESSIVE OBSTACLES (forward movement)

- 16.6 Progressive points will be awarded every time the rearmost part of the vehicle passes through a gate with a maximum of sixty (60) points awarded per obstacle. The number of points awarded to the competitor for passing through a gate must be indicated at the gate or at the start of the obstacle. Twenty (20) points will be deducted if a competitor's vehicle touches a gate post, regardless of the number of times the vehicle touches the specific gate post. If the competitor's vehicle, to the judgement of a marshal, fails to proceed any further in an obstacle, after he was stopped by the marshal's whistle the first time, and damages the obstacle by excessive spinning of the wheels or in any other way, the marshal will stop the competitor by blowing his whistle a second time and the competitor will be awarded progressive points less any penalties occurred up to that point. (stop)
- If a competitor allows his vehicle to move backwards by engaging reverse or freewheeling backwards to gain an advantage to the judgment of the marshal, he will be awarded progressive points less any penalties occurred up to that point. (roll back)
- If a competitor's vehicle travels with more than two wheels over or outside a gate post he will be awarded progressive points less any penalties occurred up to that point. (abandon route)

PENALTY OBSTACLES

- 16.7 Sixty (60) points will be awarded when starting an obstacle.
- 16.8 Ten (10) points will be deducted every time a competitor allows his vehicle to move backwards by engaging reverse or freewheeling to gain advantage to the judgement of a marshal. (roll back)
- 16.9 A competitor will be only be allowed three (3) roll backs between each pair of gates and will forfeit all points for that specific obstacle if a fourth roll back is taken between the same pair of gates.
- 16.10 Twenty (20) points will be deducted every time a competitor's vehicle touches a gatepost. (touch post) Gate always stay life.
- 16.11 All points for the specific obstacle will be forfeited if the vehicle travels with more than two wheels over or outside a gate. (abandon route)
- 16.12 If the competitor's vehicle, to the judgement of the marshal, fails to proceed any further in an obstacle, after he was stopped by the marshal's whistle a first time, and damages the obstacle by excessive spinning of wheels or in any other way, the marshal will stop the competitor by blowing his whistle a second time. The competitor has to stop immediately, move backwards to a position from where he feels comfortable that the obstacle can be re-negotiated and will be penalized for a roll back. (roll back)
- 16.13 All points for the specific obstacle will be forfeited if a competitor's vehicle crosses over its own tracks (loop) between gateposts. (abandon route) However, driving forward past a gate post, reversing outside the obstacle and then entering the next gate will only be penalized by a roll back 10 points).
- 16.14 When a roll back are taken, points will be deducted every time the vehicle move from a standing position.

17. CONTROLS

- 17.1 After scrutiner all vehicles must be impounded in an area demarcated for this purpose and competitors will not be permitted to work on the vehicle while impounded.
- 17.2 After finishing the obstacle, the competitor must stop in a safe area outside the obstacle or at the finishing point. The score sheet must be marked and signed by the Marshal as well as the driver or co-driver before moving into the next obstacle. The scoring will be done by the Chief Scorer.
- 17.3 Before starting an obstacle, the competitor must know the exact route, must satisfy himself that the obstacle is clear of vehicles and spectators and all banner posts are in an upright position

18. SERVICING AND OUTSIDE ASSISTANCE

- 18.1 No assistance is allowed within the boundaries of an obstacle. If a vehicle cannot complete an obstacle because of breakage of any other cause, all points will be forfeited as obstacle failure and no second chance will be allowed.
- 18.2 If the competitor's vehicle needs urgent repairs, he/she may elect to do such repairs by falling out of the competition for the duration of the repairs. The score book must be updated (obstacle noted as "Bypass") and signed off by the Marshall and driver or co-driver.
- 18.3 Upon completion of the repairs, the competitor may return to the competition provided that he/she re-enters the competition in his original starting position, rotation order and group to which he/she was assigned by the Clerk of the Course at the beginning of the event. Once the group have moved away from a completed obstacle, the repaired vehicle will not be allowed to enter this obstacle. All points for the obstacle missed by the competitor in his absence will be forfeited.
- 18.4 No vehicle will be allowed to enter or attempt an obstacle without four-wheel drive being operational except Class D cars.
- 18.5 All vehicles must remain in four wheel drive from start to finish of an obstacle, with the exception of Class D cars .

19. EXCLUSION

- 19.1 Competitors will be excluded or regarded as non-finishers at the discretion of the Clerk of the Course for:
- 19.2 Failing to stop at any control point and not carrying out the instructions as set out in these regulations.
- 19.3 Changing an obstacle by removing or shifting rocks, trees, etc.
- 19.4 Practicing on the course within thirty (30) days prior to the event.
- 19.5
 - a) Behaved in a manner likely to prejudice the interest of motor sport generally.
 - b) Drive dangerously, drive under the influence of liquor or drugs or without due consideration for other competitors or spectators.
 - c) Allowed a person, not entered as the official driver or co-driver, to be in control of the vehicles from the period between the documentation and having completed the last obstacle or having notified the Clerk of the Course of retirement.
 - d) Failure to declare to the organisers, on the incident report form available from the Secretary, any incidents during the event involving any person or property.
 - e) Committing any breach of the General Competition Rules of the Club or these Regulations for which no specific penalties are stipulated.

20. AWARDS

- 20.1 For each event trophies shall be awarded to the driver and co-driver placed first, second and third in each class.
- 20.2 In the case of a tie on an event, for the purpose of the prize giving the competitor's positions will be determined by taking into account, firstly the number of obstacles on which full score has been achieved and progressing down the scoring line until the tie is broken.
- 20.3 The competitors with the highest class points in the different classes will be announced the 4X4 Extreme Challenge Class Winning Driver and Co-driver.
- 20.4 In the case of a tie, at the end of the season, the competitor with the greatest number of class wins will be the winner. If this does not resolve the tie, then the greatest number of seconds will count, failing this, thirds and so on.
- 20.5 If this is still ineffective, WCCC shall declare the winner on such basis as it deems fit.

21. IMPOUND AND PARC FERME

- 21.1 Competitors will be required to impound their vehicles on completion of scrutinizing.
- 21.2 On finishing the event all competitors will be required to place their vehicle in Parc Ferme where all vehicles will be held until final results have been signed off by the COC or as extended by the Clerk of the course.

22. DRIVERS AND CO-DRIVERS CHAMPIONSHIP POINT SCORING

The driver and co-driver of a specific vehicle will be awarded separate points per event, towards the championship.

1 st	-	10 points
2 nd	-	7 points
3 rd	-	5 points
4 th	-	4 points
5 th	-	3 points
6 th	-	2 points
7 th	-	1 points

EVENTS TO COUNT TOWARDS THE CHAMPIONSHIP SERIES

The WCCC Championship series will consist of six (6) events as per the WCCC Calendar, all of which will count towards the Championship.