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## **Ultra 4 Racing Australia – Rulebook V1.1.1 Issued 18th June 2015**

### **1 COPYRIGHT**

1.1.1 The Ultra 4 Racing Australia Rulebook is the sole property of, and the copyright held by, Ultra 4 Racing Australia. The Ultra 4 Racing Australia Rulebook may not be used by any person or entity, in part or in whole, for any reason whatsoever, without the express written permission of Ultra 4 Racing Australia.

### **2 INTRODUCTION / OVERVIEW**

- 2.1 This Ultra 4 Racing Australia Rulebook is issued on the authority of Ultra 4 Racing Australia and is effective upon receipt unless otherwise directed.
- 2.2 The Ultra 4 Racing Australia Rulebook is intended to provide approved standardized regulations and procedures to ensure the safest, fairest, highest quality competitive motor sports experience for competitors, fans, and sponsors of Ultra 4 Racing Australia events.
- 2.3 The Ultra 4 Racing Australia Rulebook contains the rules, regulations, specifications, and guidelines (hereafter collectively known as the “rules”) that govern the conduct of, and participation in, Ultra 4 Racing Australia competitive motor sports events, primarily the King of the Hunter(KOH) race and its associated qualifying events.
- 2.4 Ultra 4 Racing Australia may issue Supplementary Regulations that are in addition to the rules contained in the Ultra 4 Racing Australia Rulebook, or that amend, suspend or modify existing rules and regulations. Supplementary Regulations apply to a specific event, race, venue, or time and place. Ultra 4 Racing Australia may issue Special Rules to account for conditions presented by the location of the event, the condition of the course, or other circumstance. Special Rules and Supplementary Regulations will be considered official amendments.

or additions to the Ultra 4 Racing Australia Rulebook when issued in writing by Ultra 4 Racing Australia

- 2.5 All participants in any Ultra 4 Racing Australia event must comply fully with all applicable rules as published in this rulebook and in applicable Special Rules and Supplementary Regulations.
- 2.6 Equipment standards and specifications set forth in this rulebook, particularly safety standards, are to be considered minimum requirements. This rulebook or any particular individual rule, specification, or standard set forth herein should not be construed as constraining teams or participants from employing greater safety mechanisms or adhering to stricter safety standards than the minimums required, providing that doing so does not cause a conflict with other rules published in this rulebook.
- 2.7 Although this rulebook is directive in nature, no instruction, however comprehensive, can apply in all conceivable circumstances. Nothing in this rulebook, therefore, is intended to replace the requirement for all participants at all times to exercise sound judgment and embody a high level of sportsmanship; nor is it intended to replace the requirement for participants to be responsible for their own safety and conduct.

### **3 DOCUMENT CONVENTIONS**

- 3.1 Interpretation of the following words is provided to clearly define their meanings as used in this rulebook:
  - 3.1.1 The words “shall” and “must” has been used to indicate that compliance with, or application of, a rule or procedure is mandatory.
  - 3.1.2 The word “should” has been used to indicate that compliance with, or application of, a rule or procedure is preferred or recommended, but not mandatory.
  - 3.1.3 The word “May” has been used to indicate an acceptable or suggested means of accomplishment or that compliance with, or application of, a rule or procedure is optional.
  - 3.1.4 The word “will” has been used only to indicate futurity; not to indicate any degree of requirement.
- 3.2 Special attention has been given to enhancing and clarifying the vocabulary used throughout this rulebook. Specifically defined terms, acronyms and abbreviations used in this rulebook are defined in the Ultra 4 Racing Australia Rulebook - Glossary of Terms, Acronyms, and Abbreviations. This glossary is appended to the Ultra 4 Racing Australia Rulebook as Appendix A.

### **4 PRECEDENCE**

- 4.1 In the event of any inconsistency within this rulebook, Ultra 4 Racing Australia shall be contacted for clarification prior to the start of an event.
- 4.2 In the case of a discrepancy noted, or clarification required, after the start of an event, Ultra 4 Racing Australia will use the post-race Competition Review Board (CRB) to determine the appropriate response. Such response

may include, but need not be limited to: making a ruling, issuing a clarification, taking disciplinary action, or taking some other action deemed necessary by the CRB.

- 4.3 In the event of conflict between any documents referenced herein and the contents of this rulebook, the latter shall prevail.
- 4.4 In the event of any inconsistencies between the contents of this rulebook (including any documents referred herein) and any applicable United States federal, state, or local laws and regulations, the latter shall prevail.
- 4.5 In the event of conflict between the contents of this rulebook and the rules or specifications of any outside sanctioning body with whom an event is co-promoted, the stricter or more stringent rule or specification shall prevail.
- 4.6 Ultra 4 Racing Australia reserves the right to modify this rulebook, at any time, at their sole discretion.

## **5 TERMS / DISCLAIMER / LIABILITY**

- 5.1 Ultra 4 Racing Australia reserves the right to refuse entry to any applicant, team, competitor, entrant, participant, or any other person, to any event for any reason.
- 5.2 The reader of this rulebook and all participants in any Ultra 4 Racing Australia event hereby agree to waive, release, relinquish, protect, hold harmless, indemnify and defend the promoter, track operator, and Ultra 4 Racing Australia and each of their heirs, successors, officers, officials, employees, agents, contractors, and all their respective insurance companies, successors in interest, commercial and corporate sponsors, agents, employees, representatives, assignees, officers, directors, and shareholders of and from any and all claims, demands, liabilities, losses, costs, or damages or expense for any other loss or damage arising, or alleged to have arisen, from any use of any information contained in this rulebook or by reason of any inaccurate information, omission of information, or any negligent act in or related to this rulebook.
- 5.3 Ultra 4 Racing Australia does not warrant, represent, or otherwise certify that the information in this rulebook as fit for any purpose whatsoever. Ultra 4 Racing Australia does not warrant, represent, or otherwise certify that compliance with the rules contained in this rulebook confers any degree of safety, real or imagined. This rulebook is published without warranty expressed or implied.
- 5.4 The reader of this rulebook, all participants in any Ultra 4 Racing Australia event, and any user of any safety device assumes any all risks involved with the use of any information contained in this rulebook, with their participation in any Ultra 4 Racing Australia event, and with the operation of a vehicle.
- 5.5 Ultra 4 Racing Australia is not a professional engineering company, safety expert company, or medical professional company. Ultra 4 Racing Australia does not represent any particular manufacturer of safety equipment nor does Ultra 4 Racing Australia warrant or endorse or represent that anything written in this rulebook is, in any way, shape, or form, fit for any purpose whatsoever.

- 5.6 Nothing written in this rulebook is intended to be professional, competent or qualified advice on how to design, build, fabricate, install or use any vehicle, component, part, device, system, or piece of equipment, including safety systems.
- 5.7 No warranty or representation is made as to the ability of any of the information contained in this rulebook to protect any reader of this rulebook, any participant in a Ultra 4 Racing Australia event, or any user of any vehicle, part, system, or safety device (whether mentioned herein or not) from injury, property damage, or death.
- 5.8 By participating in any way in any Ultra 4 Racing Australia event all participants signify that they understand and agree that participating in a Ultra 4 Racing Australia event, installing or using any safety device, and operating an off-road vehicle for any purpose CAN BE HAZARDOUS AND PRESENTS A RISK OF PROPERTY DAMAGE, PHYSICAL INJURY OR DEATH.
- 5.9 All participants expressly ASSUME ANY AND ALL RISKS associated with using any information published in this rulebook, using any driver restraint or other safety system, or participating in any way in any Ultra 4 Racing Australia Productions Inc. event, whether those risks are known or unknown, inherent or otherwise.
- 5.10 Ultra 4 Racing Australia assumes no responsibility for decisions made by individuals or others using this rulebook.
- 5.11 Ultra 4 Racing Australia assumes no responsibility whatsoever for delays, postponements or cancellations of all or part of an event for any reason, including inclement weather or unsafe course conditions.
- 5.12 Ultra 4 Racing Australia event participants, officials, and volunteers are not employees of Ultra 4 Racing Australia. Ultra 4 Racing Australia event participants, officials, and volunteers assume all responsibility for all charges, premiums, and taxes payable on any monies, prizes, or other awards that they may receive as a result of their participation in any Ultra 4 Racing Australia event.

## **6 TECHNICAL RULES AND REGULATIONS**

### **6.1 TECHNICAL INSPECTION & IMPOUND**

- 6.1.1 It is the Driver of Record's responsibility to ensure their vehicle meets and/or abides by all Ultra 4 Racing Australia technical rules, regulations, and specifications.
- 6.1.2 The Driver of Record shall be responsible for providing the Chief Technical Inspector with documentation and records pertaining to compliance of any and all rules specified herein.
- 6.1.3 Ultra 4 Racing Australia reserves the right to limit the number of personnel allowed into any area or garage in which inspections are being made or within which vehicles are impounded.
- 6.1.4 Ultra 4 Racing Australia reserves the right to seal or impound any entrant vehicle.

- 6.1.5 Ultra 4 Racing Australia assumes no responsibility for impounded vehicles. Ultra 4 Racing Australia intends to make reasonable efforts to ensure the security of impounded vehicles.
- 6.1.6 The Directors, Race Director and/or Chief Technical Inspector may impound any vehicle or vehicle parts.
- 6.1.7 Any/all vehicles may be subject to a post-race impound and a second, more thorough, tech inspection.
- 6.1.8 No vehicle shall be removed from an inspection area or impound area without permission from the Directors, Race Director or Chief Technical Inspector. Any vehicle removed without appropriate permission shall subject that entrant to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the Race Director or Chief Technical Inspector shall subject that entrant to disqualification.
- 6.1.9 The Chief Technical Inspector may seize any illegal parts or devices found on any vehicle. Any item seized by the Chief Technical Inspector may not be returned, nor will there be any compensation made by Ultra 4 Racing Australia, its officials or directors to any entrant who has illegal items seized.
- 6.1.10 Failure of entrants to present themselves at registration and pre-event technical inspection during the hours announced or listed on event information sheets may result in the following penalties, at the discretion of Ultra 4 Racing Australia
- 6.1.10.1 Failure to show up for final registration call: DNS
- 6.1.11 Ultra 4 Racing Australia reserves the right to apply frame identification markers to any and all vehicles that participate in Ultra 4 Racing Australia Productions Inc. events. The frame identification markers are to remain intact and unaltered. The frame identification markers are to remain on the vehicle for the race year of the inspection. If frame identification marker is damaged or must be removed to facilitate repairs or modifications to vehicle then the Driver of Record for the vehicle must notify Ultra 4 Racing Australia prior to next event in order to have a new frame identification marker applied.
- 6.1.12 Each vehicle must pass a technical inspection before it will be permitted to compete in any Ultra 4 Racing Australia event. A designated identification marker will be placed on the vehicle after it successfully passes the technical inspection.
- 6.1.12.1 It is the Driver of Record's responsibility to arrange a yearly technical inspection prior to racing. No vehicle will be allowed to race without having passed a yearly inspection, with a current inspection certification band intact and legible in the location originally placed by the Chief Technical Inspector.
- 6.1.12.2 Ultra 4 Racing Australia will attempt to provide opportunities for inspection in all regions of the US; however, it is not possible to provide local inspection for every driver or vehicle. It is the responsibility of the driver to make arrangements to have the inspection performed.
- 6.1.12.3 Tampering with the inspection band is strictly prohibited. Any evidence of tampering will result in disqualification of the band and require vehicle reinspection at an additional cost before said vehicle is allowed to race.

Abuse of this rule may result in permanent disqualification of vehicle and driver from future Ultra 4 Racing Australia events

- 6.1.13 The personal protective gear of all competitors will be checked at pre-race technical inspection. This includes, but is not limited to, fire suits, helmets and neck braces. First-aid kits, fire extinguishers, seat belts, and nets will also be checked. This does not imply that these items will be the only items checked. The Chief Technical Inspector or assistant Chief Technical Inspector may seize any personal protective gear that does not comply with the rules or is deemed unsafe. Any item seized by the Chief Technical Inspector or assistant Chief Technical Inspector may not be returned, nor will there be any compensation made by Ultra 4 Racing Australia its officials or directors to any entrant who has illegal or unsafe items seized.
- 6.1.14 Pre-race impound will be at the discretion of Ultra 4 Racing Australia After technical inspection, vehicles will be directed to an impound area where they will remain until assigned removal time. Only designated Ultra 4 Racing Australia officials will be permitted into the impound area after a vehicle is placed in impound. All other personnel must receive special written permission from Ultra 4 Racing Australia to enter the impound area after vehicle is placed in impound.
- 6.1.15 Ultra 4 Racing Australia reserves the right to subject any vehicle to a technical inspection after the event, at the discretion of the Race Director and/or Chief Technical Inspector. In a post-race technical inspection, the Driver of Record will be responsible for removing or having removed or preparing the requested items to be inspected, as directed. Failure to comply will result in disqualification of entrant, and may result in suspension.
- 6.1.16 The CRB or Directors may require an entrant vehicle damaged in an event-related incident to submit to post-incident inspection. If the owner or driver refuses to allow the vehicle to be inspected, the vehicle and driver may be disqualified and suspended from future Ultra 4 Racing Australia events.
- 6.1.17 Post-race impound of all finishing vehicles will be at the discretion of Ultra 4 Racing Australia If impounded post-race, vehicles will be released no later than two hours after the official finish of the event. Vehicles involved in any type of protest or complaint will be held in impound until after the CRB rules on the protest or complaint.
- 6.1.18 Any refusal by a competitor to comply with CRB rulings shall result in competitor's disqualification and suspension of competitor from all Ultra 4 Racing Australia sponsored events for a period of not less than one year.

## **6.2 VEHICLE REQUIREMENTS (all classes)**

### **6.2.1 EQUIPMENT CONDITION AND FUNCTION**

#### **6.2.1.1 SERVICABILITY**

- 6.2.1.1.1 All necessary or required equipment, gear, devices, safety equipment, and vehicle components, as described in the Ultra 4 Racing Australia Rulebook (including any special rules or supplementary regulations), must be in good and proper working condition at the time of technical inspection. Certain equipment and components must remain serviceable

throughout the event, and if damaged during the event must be repaired or replaced before the vehicle may continue on course, as specified in the Ultra 4 Racing Australia Rulebook Technical Rules and Specifications.

## **6.2.2 SAFETY EQUIPMENT**

Drivers and or Manufactures may petition inclusion of products that do not follow the enclosed guidelines. Such products must demonstrate the ability to meet or exceed existing standards. All exceptions will be documented in appendix A of the Rule book.

### **6.2.2.1 DRIVER RESTRAINT SYSTEMS**

- 6.2.2.1.1 All vehicles must have a five-way, five-point H-style driver restraint system for each occupant. Driver restraint systems must use a latch-and-link style quick-release buckle (push button are not permitted). Driver restraints must incorporate a lap belt, anti-submarine strap, and shoulder straps.
- 6.2.2.1.2 The driver restraint system shall consist of at least one 2" wide anti-submarine strap, one 3" wide lap belt and two 3" wide shoulder straps. Sternum straps and chest buckles may be used.
- 6.2.2.1.3 Belt/strap material shall be nylon or Dacron polyester. Driver restraint system must be in new or perfect condition with no cuts, frayed layers, chemical stains, or excessive dirt and must be in flexible condition (i.e. material must not be stiff). All driver restraint systems must show the manufacturer's name and the month and year of manufacture.
- 6.2.2.1.4 All driver restraint systems must be replaced after three (3) years from date of manufacture. It is highly recommended that all driver restraint systems be replaced after one year from the date of manufacture.
- 6.2.2.1.5 No portion of the driver restraint system may be altered in any fashion from the manufacturer's standard design.
- 6.2.2.1.6 No surplus driver restraint systems are permitted.
- 6.2.2.1.7 All driver restraint systems must be properly mounted in accordance with manufacturer's directions and recommendations. Bolt-in, wrap-around, and snap-in mounting styles are permitted, except that lap belts may not be mounted by wrap-around method.
- 6.2.2.1.8 In addition to conforming to the manufacturer's directions, driver restraint system installations must also conform to the following:
  - 6.2.2.1.8.1 The driver restraint system must be mounted to structural members able to withstand the load the restraint system will place on them in a crash, without rupturing or failing.
  - 6.2.2.1.8.2 Driver restraint must be matched to a properly constructed, fitted, and installed seat firmly mounted to the frame / chassis / roll-cage.
  - 6.2.2.1.8.3 Driver restraint system must be used with a seat with the proper number of slots, in the proper locations, for the belts. Seats must not be modified to create belt slots.
  - 6.2.2.1.8.4 All belts should be as short as possible to minimize the belt's stretch.

- 6.2.2.1.8.5 Belt routing must allow webbing to pull in a straight line against anchor point. Mounting brackets must be at an angle that is compatible with the direction of pull on the webbing.
- 6.2.2.1.8.6 Preferred anchor mount is a double-shear bracket.
- 6.2.2.1.8.7 Driver restraint systems must be mounted using high-quality hardware appropriate for the installation. 1/2" or 7/16" fine-thread Grade 8 bolts and Grade 8 deformed-thread locknuts (or better) are recommended.
- 6.2.2.1.8.8 Belts must not rub against any surface that will cause them to fray.
- 6.2.2.1.8.9 3-bar slides must be located as close as possible to the anchor plate, or if belt is wrap-around style, to the bar around which they wrap.
- 6.2.2.1.8.10 Belts using non-sewn anchor plates must be wrapped back a fourth time through the 3-bar slide.
- 6.2.2.1.8.11 Wrap-around style mounting should be confined to shoulder belt installation and must include some method to prevent lateral movement of the belts.
- 6.2.2.1.8.12 Lap belt tilt-lock adjusters must not be positioned in, or too close to, the seat slots.
- 6.2.2.1.9 Driver restraint systems must be worn properly tightened, by all occupants, at any time the vehicle is in motion.

#### **6.2.2.2 SAFETY NETS**

- 6.2.2.2.1 Ultra 4 Racing Australia approved safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle to the extent that it is impossible for any limb or body part of any occupant to protrude from the vehicle at any time when the occupant is properly seated and strapped in their normal driving / riding position.
- 6.2.2.2.2 Wind wing areas located behind the A pillar must be filled by safety net material if there is any chance that any limb or body part of any occupant could protrude from the vehicle at any time when the occupant is properly seated and strapped in their normal driving / riding position. Lexan is not permitted.
- 6.2.2.2.3 Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in a roll over or slide on the side.
- 6.2.2.2.4 Nets attached to door frames are permitted.
- 6.2.2.2.5 Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle.
- 6.2.2.2.6 For vehicles using factory or factory-style doors, Lexan in the side windows can be substituted for nets as long as positive secondary latching devices are used on the doors. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open.
- 6.2.2.2.7 The net border or edge and the net attachment must be made of materials that are as strong as, or stronger than, the net itself. Net attachments must be at a minimum of every 6 inches. Acceptable attachments include, but are not limited to: steel hose clamps, snaps, lift-a-DOTARS, metal hooks, and steel rods. Nets must be tight so that when subject to a pushing force of approximately 50lbs the net deflects no more than four inches.



### **6.2.2.3 SEATING**

- 6.2.2.3.1 All seats must be manufactured by a recognized manufacturer that specializes in seats for racing applications, and be of a type suitable for the event.
- 6.2.2.3.2 Stock (OEM) production seats are prohibited.
- 6.2.2.3.3 All seats must be securely mounted to frame of vehicle and mounts must be properly reinforced to keep seat from moving in relationship to the frame.
- 6.2.2.3.4 Adjustable track-type seat mounts must be securely mounted to frame of vehicle to allow no lateral or vertical movement between seat and frame or mounting track and frame.
- 6.2.2.3.5 Headrests constructed of at least 2" thick resilient padding and being approximately 36 square inches in area are required.
- 6.2.2.3.6 Seats must have appropriate slots to properly accommodate driver restraint system.

### **6.2.2.4 FIRE EXTINGUISHERS**

- 6.2.2.4.1 Each vehicle must carry a portable UL approved 2.5 lb. or greater ABC-class dry chemical or equivalent Halon fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle (Recommended accessible by all occupants). An additional 2.5 lb. or greater ABC-class, dry chemical or equivalent Halon fire extinguisher must be mounted in a position that is easily located and accessed from the exterior of the vehicle by persons not familiar with the vehicle. All extinguishers must be mounted in a manner that permits their removal and use without the use of tools.
- 6.2.2.4.2 Integrated on-board fire extinguishing/suppression systems are highly recommended in addition to the portable fire extinguishers. In the event a vehicle is equipped with an on-board fire extinguishing/suppression system, vehicle must still meet requirements of two 2.5 lb. or greater portable extinguishers. Ultra 4 Racing Australia highly recommends the use of 5 lb. portable extinguishers.
- 6.2.2.4.3 All fire extinguishing/suppression systems must have a current (less than one year old) fire marshal's seal and attached label.

### **6.2.2.5 HORNS**

- 6.2.2.5.1 All vehicles must have a loud horn. Horn must be clearly audible from a distance of 30 metres in front of the vehicle. The use of sirens is permitted, in addition to a horn, during the actual on-course portion of the event. Disposable air horns are not an acceptable method of meeting the horn requirement.

### **6.2.2.6 REFLECTORS**

- 6.2.2.6.1 All vehicles must have two 2"/50mm wide x 8"/200mm long red reflective tapes or two 2"/50mm diameter round red reflectors (DOTARS stock taillight lenses satisfy this requirement) attached to the rearmost portion of vehicle at each corner. The reflective tape or reflectors must be clearly visible from the rear.

### **6.2.2.7 BREAKDOWN SAFETY DEVICES**

6.2.2.7.1 Two battery-operated red-light flashing beacons or two red reflective devices must be carried in the vehicle as breakdown safety devices. Reflective devices must be at least 12" high and 12" long and be free standing (similar to trucker's breakdown triangles). Flares are not permitted. Breakdown safety devices shall be readily accessible and not require vehicle disassembly for use.

### **6.2.2.8 FIRST AID KIT**

6.2.2.8.1 A weatherproof first aid kit must be carried in each vehicle at all times and must contain at least basic first aid items. The first aid kit must be easily accessible within the occupant's area without having to remove any body panels or equipment. Occupants with special medical needs should make those needs known in an obvious location on their fire suit or helmet.

### **6.2.2.9 SURVIVAL SUPPLIES**

6.2.2.9.1 All vehicles must carry water, food, any medications and any other supplies required for the vehicle occupants to safely survive unassisted for a period of not less than 24 hours. As a minimum, at least one quart of water per occupant must be carried. It is highly recommended that additional water be carried for each occupant during hotter weather. Ultra 4 Racing Australia highly recommends entrants carry sunscreen.

## **6.2.3 VEHICLE IDENTIFICATION**

6.2.3.1 All vehicles in competition must be identified with the correct entrant number.

6.2.3.2 Entrant numbers shall be composed of a combination of the digits 0 through 9 only.

6.2.3.3 Entrant numbers shall be assigned annually to Drivers of Record on a first-come first served basis. In the event of a conflict, seniority based on the date on which the Driver of Record first competed in a Ultra 4 Racing Australia event will determine the outcome, with OG13 having first right, 2008 KOH second right, and so on.

6.2.3.4 Vehicles must display entrant numbers on front, both sides, and back of vehicle. Any number location that is deemed by Ultra 4 Racing Australia to be too hard to read will have to be changed before the vehicle is allowed to compete in the event.

6.2.3.5 Size, color, and shape of numbers are at the discretion of vehicle owner. Entrants are advised that checkpoint staff at each checkpoint will not allow vehicles to continue after stopping, until numbers can be verified.

6.2.3.6.1 Ultra 4 Racing Australia reserves the right to require race vehicle numbers and/or background colors be changed.

6.2.3.7 Ultra 4 Racing Australia assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle driver's responsibility to maintain numbers in recognizable condition.

## **6.2.4 GENERAL VEHICLE COMPONENTS**

- 6.2.4.1 The vehicle occupants must be able to quickly and easily enter and exit unassisted with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids.
- 6.2.4.2 Oil coolers, transmission coolers and radiators located in front of the vehicle occupants must have a shroud that, in the event of a rupture or leak, will prevent liquids from blowing back or leaking onto the occupants. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.
- 6.2.4.3 All vehicles with operational doors must have positive locking mechanisms on the doors and doors must also have a permanently attached positive secondary latching device.
- 6.2.4.4 All vehicles must have an all-metal firewall separating the occupants' compartment from the danger of fire from the engine and fuel supply. A minimum firewall must be liquid tight and extend from body side to body side. If engine is rear-mounted, firewall must be liquid tight and extend from the driver's shoulder height to the vehicle floor and extend from body side to body side. If rear mounted fuel cell is higher than driver's shoulder height, a firewall between the driver and the fuel cell must extend at least 2" above the top of the fuel cell. The hood is considered an extension of the firewall on front engine vehicles. Any hole placed in the firewall for structural members, lines, etc. must be kept to a minimum. The hole should not have more than 0.0625" gap around the items passing through the firewall. Metallic tape must be used to seal the hole between the firewall and the item passing through the firewall. Rear mounted engines are not required to have a top mounted hood.
- 6.2.4.5 Floorboards are required on all vehicles and must be attached by a minimum of six ¼" / 6mm bolts per side if not an integral part of the body or chassis. Dzus or other quick-turn or ¼-turn fasteners are not permitted. Floorboards must cover the entire area from in front of the pedal assembly to behind the seat(s), and from the outside edge to the outside edge of the vehicle. Installation must be done in such a manner as to afford maximum protection to the occupants from debris.
- 6.2.4.6 All vehicles must start event with a functional: generator or alternator, fan, water pump (water-cooled vehicles), and a complete functional electrical system. Air cooled vehicles are permitted.
- 6.2.4.7 Safe front and rear bumpers are required on all vehicles. No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way that reasonably minimizes the chance of two vehicles becoming locked together.
- 6.2.4.7.1 Bumpers should cover both the front and rear tires in a manner that would prevent tire to tire contact in a front or rear impact with another vehicle.
- 6.2.4.8 A rear view mirror is required on all vehicles. Mirrors must have at least six square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle.

- 6.2.4.9 Skid plates designed to afford a reasonable degree of protection to the front suspension, steering, and brake components are recommended on all vehicles. Skid plates must be securely attached.
- 6.2.4.10 All spare parts and extra equipment carried on or in a vehicle must be securely attached or stowed to prevent movement during competition. All spare parts and extra equipment must be carried in a manner that minimizes the risk of injury to the vehicle occupants.
- 6.2.4.11 All vehicle body parts must remain on the vehicle (accidental damage excluded) during the entire event.

#### **6.2.5 ROLLCAGES FOR RACING EVENTS – ULTRA 4**

- 6.2.5.1 It is each competitor's responsibility to present a safe vehicle for pre-event technical inspection. Competitors must maintain their safety equipment including the roll cage integrity. Ultra 4 Racing Australia reserves the right to not allow any cage designs that, in the opinion of the Chief Technical Inspector, is not fit for competition. Competitors are ultimately responsible for their vehicle's safety features, including the design, fabrication, quality of execution, maintenance and repair of the roll cage structure. The roll cage is considered to be the main 6-point structure that surrounds and protects the vehicle's occupants.
- 6.2.5.2 All vehicles must be equipped with a roll cage fabricated of 1020 mild steel mechanical tubing or better (higher carbon content or alloy steel). The following minimum mild steel tubing sizes for roll cage main structure, based on **Dry Vehicle Weight Rating** (DVWR) in race trim, not including occupants, are recommended:
  - 6.2.5.2.2 Minimum DVWR Weight is 1000kg
  - 6.2.5.2.3 1.5" 38.1mm Main Roll Cage Structures are Prohibited.
  - 6.2.5.2.4 DVWR 1001-2000kg - 1.75" 44.45mm diameter x .120" 3mm wall thickness.
  - 6.2.5.2.5 DVWR Over 2000kg - 2" / 50.8mm diameter x .120" / 3mm wall thickness. Supporting Tubes as defined above with an unsupported span of less than 30" / 750mm are allowed to be the same diameter as the main structure in the .95" / 2.4mm wall thickness or .25" 6mm smaller tube diameter with .120 / 3mm wall thickness. All unsupported span more than 30" / 750mm must be the same diameter and thickness as the main structure. No aluminum or other non-ferrous materials are permitted. (All specifications may be substituted with metric equivalent).
- 6.2.5.3 Roll cage main structure material may be DOM, CDSM mild carbon steel or 4130 chromoly alloy steel. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material.
- 6.2.5.4 All roll cage components (hoops, braces, gussets, etc.) must have a minimum of 3"/75mm of clearance from any vehicle occupant's helmet when occupant is seated in normal driving/riding position. All roll cage components that might come into contact with the vehicle occupants' helmets must be padded.
- 6.2.5.5 Roll cages must be securely mounted to the frame, chassis, or body. Roll cage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow movement in the cage terminal

end. Cab/body-mounted roll cages must sandwich the body structure using a minimum of two 5mm thick, dissimilar sized, doubler plates, one on each side of the body structure. Roll cage mounting fasteners must be at least 3/8" / 10mm diameter S.A.E. Grade 8 or equivalent or better.

Sandwich plates, if used, must be oriented only in the horizontal plane. No vertical or other non-horizontal sandwich plate orientations are permitted.

6.2.5.6 All vehicles, including those with stock steel doors, must have at least one side bar on each side of vehicle that will protect occupants from side impact. The sidebars must be of the same tubing material and dimensions as the main frame of the roll cage. The sidebars should be as close to parallel to the ground as possible, must be located to provide maximum protection to the occupants, and must be securely welded to the front and rear hoops of the roll cage. The location of the sidebars must not cause difficulty in entering or exiting the vehicle.

6.2.5.7 Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupants' safety. Gussets constructed of 3" x 3" x .125" / 75x75x3mm flat plate or split, formed and welded corner-tubing, or tubing-gussets made of the same material and thickness as the roll cage may be used.

6.2.5.8 Six (6) point mounting cages are required over the occupants.

6.2.5.9 Roof Protection -A minimum .040" / 1mm expanded or flat sheet magnetic steel or .125"/3mm aluminum must cover the area immediately above the occupants' seats and be attached via welding or bolting to a steel tubing frame work.

#### **6.2.5.10 ENGINEERING**

Option #1: follow safety cage rules as outlined above.

Option #2: Provide at driver of record's sole expense a certified engineered drawing to be reviewed by Ultra 4 Racing Australia for approval. Final approval will be by Chief Technical Inspector. All findings will be private between driver of record and Ultra 4 Racing Australia

#### **6.2.6 ENGINE**

6.2.6.1 Engine shall be free of leaks. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

6.2.6.2 Engine vents shall run to a fluid containment system, and dipsticks shall be locking type. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

6.2.6.3 Forestry approved spark arrestors or approved mufflers are required on all vehicles. Exhaust system outlet must extend a minimum of one foot past the rear of the occupants' compartment; be directed rearward out of the body away from the occupants, fuel cells and tires; and be placed in such a manner as to minimize the production of dust. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

### **6.2.7 TRANSMISSION**

- 6.2.7.1 Transmission shall be free of leaks. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.
- 6.2.7.2 Every vehicle must have a functional reverse gear when it begins the race.
- 6.2.7.3 Transmission shall have an approved scatter shield, or approved floor between occupants and transmission.

### **6.2.8 TRANSFER-CASE**

- 6.2.8.1 Transfer case shall be free of leaks. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.
- 6.2.8.2 Transfer case vents shall run to a fluid containment system. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.
- 6.2.8.3 All vehicles must be capable of transmitting power to all four wheels/tires, and must be equipped with a functioning low range. Low range is defined as a gear ratio that is lower (numerically higher) than 1:1.

### **6.2.9 DRIVESHAFTS**

- 6.2.9.1 Driveshaft U-joints shall be covered with a minimum of forty thousandths aluminum, or 20 ga. steel, or 20 ga. expanded metal, or 1/8" lexan such that pieces are deflected away from the occupants in the case of U-joint failure. Material only needs to be installed between occupants and driveshaft U-joints.
- 6.2.9.2 A rear driveshaft loop is recommended

### **6.2.10 STEERING**

- 6.2.10.1 Power-assisted steering systems shall be free of leaks. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.
- 6.2.10.2 Power-assisted steering vent tubes must be attached to a fluid containment system which prevents any fluid from leaking onto the ground. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.
- 6.2.10.3 Drag link and tie rod ends designed for use with a castellated nut and cotter pin must be secured with a cotter pin. Spherical rod ends (Heim joints) are a permitted replacement for OEM-style tapered tie rod ends.
- 6.2.10.4 All hydraulic steering lines must be in good working order and free of cracks, defects, or leaks. Hydraulic lines shall be run in a manner that protects them from possible damage.
- 6.2.10.5 Four wheel steering is permitted.

### **6.2.11 SUSPENSION**

- 6.2.11.1 There must be at least one shock absorber per wheel.
- 6.2.11.2 Suspension pivot points and connecting points must be free of cracks and in good physical condition as determined by the Chief Technical Inspector or his/her delegate.
- 6.2.11.3 Shock absorbers shall be free of leaks. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

## **6.2.12 BRAKES**

- 6.2.12.1 Brakes must be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition and free of leaks during the entire event. If brake system problems occur during the event they must be repaired before continuing in competition. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.
- 6.2.12.2 Turning, cutting, or steering brakes are permitted.
- 6.2.12.3 Manual, vacuum boosted, and hydraulically assisted breaks are permitted.
- 6.2.12.4 Brake pedal(s) mounted in driver's foot-well must be able to operate all brakes with a single foot.
- 6.2.12.5 Transmission, Inboard and/or pinion-brake systems are permitted, providing they meet all other requirements specified herein.
- 6.2.12.6 Each vehicle shall have a means of applying continuous brake pressure while vehicle is parked with occupant(s) outside the vehicle. Hydraulic "line-locks" or mechanical "emergency brakes" are permitted.

## **6.2.13 CONTROLS**

- 6.2.13.1 All throttles, whether controlled by hand or foot, must have at least one return spring of sufficient stiffness to instantly close the throttle plate when the throttle is released. Carbureted vehicles must have at least two throttle-return springs, at least one of which must be attached to the carburetor. All vehicles should have at least one throttle return spring at the throttle plate and one at the throttle control (pedal or hand control). Computer controlled throttles (Electronic Throttle Control or "drive-by-wire" systems) are exempt from the requirement to have a return spring at the throttle body, but must have a return spring at the throttle control (pedal or hand control) or maintain the stock OEM system. A positive stop or throttle override system must be used to prevent throttle linkage from sticking in an open position.
- 6.2.13.2 Adaptive controls may be used, as required. Hand throttles must meet the same requirements as a foot throttles, and must meet with the approval of Ultra 4 Racing Australia

## **6.2.14 FUEL SYSTEM**

### **6.2.14.1 FUEL: TYPES**

- 6.2.14.1.1 Any of the following commercially available fuels may be used
  - 6.2.14.1.1.1 Service station pump fuel (the type normally used in passenger vehicles for highway use, this also includes 91 Octane Unleaded
  - 6.2.14.1.1.2 Racing gasoline, as originally manufactured
  - 6.2.14.1.1.3 AVGAS
  - 6.2.14.1.1.4 Diesel fuel
  - 6.2.14.1.1.5 Propane or natural gas
  - 6.2.14.1.1.6 Alternative fuels must be approved prior by Ultra 4 Racing Australia
- 6.2.14.1.2 Alcohol and nitro-methane and not permitted.
- 6.2.14.1.3 Commercially produced, nationally advertised fuel additives may be used.

### **6.2.14.2 FUEL: STORAGE**

- 6.2.14.2.1 Safety fuel cells are required for all vehicles. Auxiliary fuel tanks may be added. Auxiliary fuel tanks must also be safety fuel cells.
- 6.2.14.2.2 There must be a substantial cross member and firewall between the fuel tank and the occupants.
- 6.2.14.2.3 Fuel tanks shall be mounted in a fashion to protect the tank from damage due to a rear-end collision, impact from debris or rocks from below the vehicle, damage due to roll over, or the possibility of damage from chassis flex.
- 6.2.14.2.4 Safety fuel cells shall consist of a bladder enclosed in a smooth-skinned container. The container shall be constructed of 20 gauge steel, 0.060" aluminum or 0.125" Marlex. Magnesium is strictly prohibited. Container must be securely attached to vehicle with bolts or steel straps. All fittings must be built into the container skin and bonded to the container skin as an integral part of the tank or mechanically sealed by a ring and counter-ring system by either flat joint or an O-ring. Internal baffling is mandatory in all fuel cells. Foam is an acceptable form of internal baffling. Bladder construction shall be of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. Rotary molded polymer cells are acceptable when encapsulated in a container constructed of 1mm Steel or 2.0 mm aluminum.
- 6.2.14.2.5 Fuel accumulator tanks (accumulators) are permitted under the following guidelines. Accumulator tanks shall be constructed of .125"/3mm aluminum or steel, and shall be mounted to the chassis using rubber isolation, and shall have a capacity of no more than one quart. Accumulators shall be mounted in a manner that protects them from damage due to impact.
- 6.2.14.2.6 No jerry cans or other portable fuel containers shall be permitted in or on any entrant vehicle during the event. Use of jerry cans or other portable fuel containers will subject entrant to a time penalty or disqualification.
- 6.2.14.2.7 Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOTARS standards and with the approval of Ultra 4 Racing Australia. Forklift propane fuel tanks are permitted. Alternative fueled vehicles shall not use auxiliary fuel cells.
- 6.2.14.2.8 Substitute methods may be approved by Ultra 4 Racing Australia

### **6.2.14.3 FUEL: PLUMBING, FILLING & VENTILATION**

- 6.2.14.3.1 Design and installation of fuel tank and related components (plumbing) must prevent fuel escaping from fuel pickups, fuel lines, fuel fillers and fuel vents if the vehicle is partially or totally inverted. Fuel isolation valves that facilitate isolation of the fuel tank from the fuel supply line, fuel return line, and fuel vent line are required. Ball valves, or a combination of ball valve and one-way check valve, located at the supply, return, and vent line are acceptable. Fuel isolation valves shall be located such that, with the vehicle in any position, they may be rapidly closed to restrict the continuous flow of fuel onto the ground in the event of a fuel line failure. See Section 7.9:



ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

- 6.2.14.3.2 Accumulators shall have supply inlet, supply outlet, return supply, and return outlet connections with isolation valves.
- 6.2.14.3.3 Fuel tank must be filled from, and vented to, the outside of the occupants' compartment.
- 6.2.14.3.4 Fuel filler lines and positive-locking, non-vented fuel filler caps must be located and secured in such a manner as to prevent them from being knocked off or open during vehicle movement, rollover, or accidental impact. Monza/flip-type caps are strictly prohibited.
- 6.2.14.3.5 All fuel fillers attached to the frame or a body panel must be connected to the tank using flexible couplers. All fuel fillers must be surrounded by a boot or splashguard (body panel is acceptable as a splashguard, if it is sealed). Boot or splashguard must direct fuel spillage to outside of vehicle and away from occupants' compartment, engine, and exhaust. A fuel filler rollover-check-valve must be incorporated into all fuel cells. It is highly recommended that detachable fuel filler caps have a flexible strap or chain to secure them to the vehicle.
- 6.2.14.3.6 Fuel vent lines must have a rollover check valve incorporated at the fuel cell, and must vent outside of occupants' compartment, and be directed away from the engine and exhaust system.
- 6.2.14.3.7 Fuel vent line must use one of the following routings:
  - 6.2.14.3.7.1 Fuel vent line must extend to the highest point of the roll cage nearest the fuel cell, across the width of the vehicle, and down to below the belly pan of the vehicle or 3"/75mm below the fuel cell, whichever is lower.
  - 6.2.14.3.7.2 Fuel vent line must loop above the fuel cell to a point that is 4"/100mm above the top of the fuel cell. From there it shall be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then be routed down to a point 3"/75mm below the lowest point of the fuel cell.
- 6.2.14.3.8 Fuel mats are required for all refueling. ( Tarps ) No vehicles shall be refueled outside approved pit locations. Storage of fuel in the pits shall consider safety the highest priority. Check with local event restrictions concerning the storage, transportation, and transfer of fuel.  
Ultra 4 Racing Australia highly recommends the use of safety tape and "No smoking/No open flame" signs in the area surrounding fuel storage and transfer locations.  
Overhead fuel towers must be located at least 6metres from the course. All towers shall only use a fuelling hose that incorporates a spring-loaded dead-man valve that automatically closes the fuelling hose when the handle is released. All towers shall only use a fuelling hose that incorporates a break-away feature that seals the tank/fuelling hose if the fuelling hose is detached (e.g. in the event the vehicle departs with the hose still attached to the vehicle.) See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

## **6.2.15 FASTENERS**

- 6.2.15.1 It is recommended that all component parts of the vehicle's steering, suspension, chassis, drive train, and running gear be secured with S.A.E.

Grade 8 or better or metric equivalent, fasteners. Male threaded fasteners (bolts, cap-screws, studs, etc.) should be secured with either: lock nuts, lock washers, cotter pins or safety wire and shall have at least one full thread showing through the nut.

## **6.2.16 ELECTRICAL SYSTEM**

### **6.2.16.1 KILL SWITCH**

6.2.16.1.1 A brightly colored, highly visible, easily distinguishable, master kill switch must be located in the dashboard area of the vehicle and be clearly labeled. The master kill switch must be able to shut down the entire primary electrical system for the vehicle. The master kill switch must shut down the engine when in the off position. Winch power supply and low amp draw secondary electrical equipment which requires an uninterrupted power supply may circumvent this switch. It is highly recommended that heavy-duty marine-style battery disconnect switches, capable of carrying total vehicle current load (including winch) be used and wired so that the entire electrical system can be disabled with one switch.

6.2.16.1.2 Kill switch should be accessible by all occupants in the vehicle.

### **6.2.16.2 IGNITION**

6.2.16.2.1 Each vehicle must have a positive action on/off ignition switch in. The switch must be labeled "ignition on/off" and be located within easy reach of the driver and from the outside of vehicle. All electric fuel pumps with independent switches must be labeled "fuel on/off" and be within easy reach of driver and from outside of vehicle. It is highly recommended that electric fuel pumps not be independently switched.

### **6.2.16.3 BATTERIES**

6.2.16.3.1 Batteries must be securely mounted with metal brackets, clamps, or tie-downs in a manner that prevents displacement in a roll over. All flooded cell batteries must be fully enclosed in a battery box, including the top, sides, and bottom. Enclosure must be able to contain the quantity of acid contained in the battery. Batteries shall not be located in the occupants' compartment. Batteries shall be considered as being in the occupant's compartment if there is no firewall between the battery and the occupants. All batteries shall be the sealed, non-spill type. Absorbed glass mat (AGM) or "gel cell" type batteries are highly recommended.

### **6.2.16.4 LIGHTS**

6.2.16.4.1 Working headlights are only required for events where any portion of the on-course event takes place between sunset and sunrise.

6.2.16.4.2 All vehicles must have a minimum of two taillights, two brake lights and one rearward facing amber light. Stock taillights, if so equipped, are permitted as long as they remain on whenever the vehicle's ignition is on.

6.2.16.4.3 A rearward facing amber light must be installed on all vehicles.

6.2.16.4.4 All rearward-facing lights must be protected against damage that may be caused by a rollover. Taillights must be at least 3" in diameter, or meet with

Ultra 4 Racing Australia approval, and must be mounted in such a manner as to be clearly visible from the rear of the vehicle. Rearward facing amber light, and blue light if so required, must illuminate with a brightness that is at least equivalent to a 40 watt 12V automotive lamp but not brighter than equivalent to a 55 watt 12V automotive lamp. LED lamps of appropriate brightness are permitted. The amber lens must be deep-coated amber in color, no other color is permitted. The blue lens must be medium-coated blue in color, no other color is permitted. The amber/orange light must be mounted a minimum of 1200mm from the ground and must be clearly visible, with no obstructions (i.e. not mounted behind any translucent object), from any position in an imaginary arc from the 5 o' clock position to the 7 o' clock position of the vehicle. The amber light and blue light, if so required, must be placed so as not to impair the vision of another driver approaching from the rear. All rearward-facing lights must be connected to the ignition switch or directly to a main battery power switch, such that they remain on whenever the vehicle's ignition is on.

6.2.16.4.5 If during an event any required light fails to operate, the light must be fixed or replaced at the next available pit before the vehicle can continue in the event.

#### **6.2.16.5 STARTER**

6.2.16.5.1 All vehicles must be self-starting by use of an onboard electric starter.

#### **6.2.17 WHEELS & TIRES**

6.2.17.1 All vehicles shall have exactly four wheels, each with exactly one tire.

6.2.17.2 Snap-on hubcaps or snap-on wheel covers of any type are not permitted.

6.2.17.3 All factory-built tires from any manufacturer are permitted.

6.2.17.4 Tires shall be visually checked for condition and must not be considered obviously unsafe by the Chief Technical Inspector.

6.2.17.5 Tire studs, screws or any other items added to the tire are not permitted. Grooving, sipping or other modifications that involve removing material from the tire are permitted.

#### **6.2.18 VEHICLE WEIGHT**

6.2.18.1 Official vehicle weight shall be the empty dry weight of the vehicle. Empty dry weight is measured without fuel, spare tires, tools, spare parts or occupants in vehicle. Official weight will be the weight as shown on the Ultra 4 Racing Australia official scales. Vehicle must drive on and off the scales under its own power with all mechanical systems complete and race ready.

### **6.3 STOCK CLASS**

The spirit of the stock class is to allow OEM and aftermarket vendors the opportunity to showcase their products while providing a venue for teams to compete in a true drivers class in vehicles that closely relate to street driven versions of the same. The driver of record will bear the burden of proving legality of any part of their vehicle including but not limited to;  
Motor/Transmission,  
frame length, suspension configuration.

### **6.3.1 ELIGIBLE VEHICLES**

6.3.1.1 Any and all four-wheeled, four-wheel-drive production automotive based vehicles are eligible for competition, providing they meet all the rules and regulations specified herein, and with the following limitations and exceptions: Minimum of one thousand (1000) units were produced by the original manufacturer for given model year, for given market/region. Vehicles produced for foreign markets may be imported for competition, but features and/or components found on vehicles produced for different regions / markets shall not be combined in any one vehicle if doing so would violate any rules or regulations specified herein.

### **6.3.2 FRAME & BODY**

6.3.2.1 Stock frame (frame is considered to be the primary frame rails and all permanently fixed factory cross members) must be retained, and must be complete and unmodified. No material may be removed for any reason and no section of the frame may be 'massaged' or re-shaped with the following limitations and exceptions: The rear portion of the frame and rear cross member may be removed or trimmed for the sole purpose installing an aftermarket rear bumper. Frames may be reinforced by adding material.

6.3.2.2 Stock body (body is considered to be the full cab, including all interior and exterior sheet metal, bed, doors, hood, fenders, grill, etc.) required. The body must be complete and unmodified, with the following limitations and exceptions: Holes may be cut in any part of the body for the single and exclusive purpose of allowing roll cage tubes and transmission/transfer case linkage to pass-through the body. Open holes must be kept to within .5" / 13mm of the diameter of any tube or linkage that passes through the body, with further restrictions related to holes in firewalls specified in Section

6.3.2.3. Stock doors may be modified to create half-doors and/or may also be replaced with tubular doors. Doors must open and close, bolted on panels are not allowed.

6.3.2.4 Stock windows (glass) are not required, but are permitted, providing they meet DOTARSARS regulations. Alternatives to traditional safety-glass may be allowed, on approval of Ultra 4 Racing Australia

6.3.2.5 Front inner fenders must be complete and unmodified, with the following limitations and exceptions: outer fenders (wheel well openings) may be trimmed for the single and exclusive purpose of allowing for tire clearance. Modifications to the outer fenders must preserve the look of the stock wheel wells, as originally manufactured, and must not be trimmed excessively (no more than a 2" / 50mm gap between any part of the outer fender and the tire at full compression).

6.3.2.6 Front outer fenders may be replaced with OEM-style aftermarket fenders (flared fiberglass fenders are permitted).

6.3.2.7 Rear inner and outer fenders must be complete and unmodified, with the following limitations and exceptions: outer fenders (wheel well openings) may be trimmed for the single and exclusive purpose of allowing for tire clearance. Modifications to the outer fenders must preserve the look of the stock wheel wells, as originally manufactured, and must not be

trimmed excessively (no more than a 2" / 50mm gap between any part of the outer fender and the tire at full compression).

6.3.2.8 Extensive damage to any portion of the frame or body (prior to race start) may be considered illegal modifications, and repairs may be required, as determined by, and at the sole discretion of the Chief Technical Inspector.

6.3.2.9 Stock body mounts may be modified or eliminated, with the following limitations and exceptions: The relationship of the body to the frame must remain within 1" / 25mm of stock configuration, as originally manufactured.

Stock body mounts shall not be modified or eliminated for any reason other than to allow any part of the roll cage to pass through the body in order to be securely attached to the chassis.

6.3.2.10 Factory headlights are required and must be functional.

6.3.2.11 Factory bumpers are not required, and may be modified or eliminated.

### **6.3.3 ENGINE**

6.3.3.1 Stock engine must be retained, but may be replaced with any available in make/model/year. Any and all modifications are permitted, with the following limitations and exceptions: Stock engine-block must be retained, as originally manufactured (boring, stroking and other internal engine modifications are all permitted). Forced-induction of all types is not permitted, unless factory-equipped.

6.3.3.2 If equipped with a water-cooled engine, the radiator must remain within 6" of the original location, as originally manufactured.

### **6.3.4 TRANSMISSION**

6.3.4.1 Stock transmission must be retained, but may be replaced with any available in make/model/year. Any and all modifications are permitted, with the following limitations and exceptions: Stock transmission case/s must be retained, as originally manufactured. Auxiliary transmissions (e. g. secondary transmissions, under / over-drives, etc.) are not permitted.

### **6.3.5 TRANSFER-CASE**

6.3.5.1 Any and all transfer-cases are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.3.6 DRIVESHAFTS**

6.3.6.1 Any and all driveshafts are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.3.7 AXLES**

6.3.7.1 Any and all axle assemblies are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.3.8 STEERING**

6.3.8.1 Steering components may be modified or eliminated and steering components/linkage may be installed in any location and orientation, with the following limitations and exceptions: All vehicles must retain some type

of mechanical steering linkage (e. g. 'full-hydro' steering is not permitted, unless factory-equipped), and said linkage must be capable of controlling the direction of the steering wheels/tires without the benefit of any additional power-steering aids. The steering box (or rack, if so-equipped) must remain within 4" / 100mm of the stock location. No part of the steering linkage shall be oriented so as to be partially or substantially parallel to the frame rails or any part of the suspension linkage, with the exception of the drag-link and track-bar (if so-equipped, and unless otherwise-equipped, as originally manufactured). Rear-steer is not permitted.

### **6.3.9 SUSPENSION**

6.3.9.1 Wheelbase must remain within 3" / 75mm of stock, as originally manufactured.

6.3.9.2 Suspension configuration must remain stock, as originally manufactured (meaning that leaf springs must remain leaf springs, coil springs must remain as coil springs, torsion-bars must remain as torsion-bars, etc.).

6.3.9.2.1 Leaf springs may be replaced with any leaf springs and may be installed in any location and orientation, with the following limitations and exceptions: Leaf springs must be connected directly to the axle assembly, unless otherwise factory-equipped. Links/linkage may be installed, but the leaf springs must be capable of locating the axle assembly relative to the chassis in any direction without the use of any such links/linkage. As such, quarter-elliptical springs, transverse leaf springs, and the use of double-shackles (at the forward and rear leaf spring mounting points at the chassis) are not permitted, unless factory-equipped.

6.3.9.2.2 Coil-springs and related suspension linkage may be modified or eliminated and replaced with any coil-springs and linkage, and may be installed in any location and orientation, with the following limitations and exceptions: Coil-springs must be connected directly to the axle assembly and chassis and shall not be mounted in any way so as to yield any type of mechanical advantage, unless factory-equipped. Coil-springs shall not be replaced with any type of coil-over shocks, unless factory-equipped (if so-equipped, factory coil-over shocks may be replaced with aftermarket coil-over shocks).

6.3.9.2.3 Secondary suspension is not permitted, unless factory-equipped (secondary suspension is considered to be any means or method of supporting any portion of a vehicle's weight and/or affecting the primary spring-rate at any time). As such, springs of all types, airbags, air-shocks and air/nitrogen-charged hydraulic bump stops are not permitted. Compressible bump stops made of rubber, foam, or other similar materials are permitted, with the following limitations and exceptions: Bump stops shall not have any affect whatsoever on any aspect of a vehicle's performance outside of the last 2" / 50mm of vertical wheel-travel (on compression).

6.3.9.3 Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation, with the following limitations and exceptions: Only one shock absorber is permitted per wheel/tire (not including spare tires). Shock absorbers shall not be larger than 2.65" / 67mm in diameter (outer diameter of shock-body) and shall not be capable of any more than 14" stroke. Position-sensitive shocks (including bypass shocks of all types) are not

permitted. Shock absorbers must be connected directly to the axle assembly and chassis and shall not be mounted in any way so as to yield any type of mechanical advantage, unless factory-equipped (mounting shock absorbers off-vertical is permitted and shall not be considered a mechanical advantage).

6.3.9.4 Manual suspension controls (e.g. forced hydraulics) are not permitted.

### **6.3.10 WHEELS & TIRES**

6.3.10.1 The intent of the tire rule for the stock class is to restrict tire use to only standard production models designed, sold, and advertised for use on highway vehicles. Therefore all tires used in competition shall be readily available to the public from any local distributor. Tires with special construction, compounds, etc. created for the sole purpose of competition will not be allowed.

6.3.10.2 Tires must be DOT-approved, with a maximum outside diameter of 35" (or equivalent), as specified on the tire's sidewall by the original manufacturer, unless otherwise stated in supplementary regulations covering special events (e.g. Colorado hill climb events).

## **6.4 MODIFIED CLASS - This class is targeted to Existing Australian Winch Class & Tuff Truck Vehicles - Exceptions can be requested for Roll Cage Design.**

### **6.4.1 FRAME & BODY**

6.4.1.1 The frame is considered to be the primary frame rails used to mount the drive train and body. It shall run from the OEM motor mount location to behind the rearmost portion of the occupants' seats. The balance of the frame shall remain whole however allowances will be made for suspension mounting.

6.4.1.1.1 The stock frame should be retained, however aftermarket and custom frames are allowed. Aftermarket and custom frames must be of a boxed design with minimum dimensions of 1.5" x 3" x 0.120".

6.4.1.1.2 At static ride height the bottom of the frame rails shall be no higher than the top of the tire.

6.4.1.1.3 At no point shall the frame rails be closer than 16" apart, measured horizontally.

6.4.1.1.4 The frame rails must remain within 4" of vertical alignment in relation to each other for the entire length of the frame.

6.4.1.2 The body is considered to be the exterior of the cab, bed, doors, hood, front/rear fenders, grill, etc.

6.4.1.2.1 All vehicles shall resemble an OEM production vehicle, and the body shall be complete with the following limitations and exceptions: Modifications to the body for performance and/or clearance are permitted but must preserve the look of the stock body, as originally manufactured.

6.4.1.2.2 For the purpose of the Modified Class a Production Vehicle is defined as any vehicle that has a minimum of 250 chassis/body combinations sold to the public.

### **6.4.2 ROLL CAGE MATERIAL**

6.4.2.1 If your existing vehicle meets or exceeds CAMS or CCDA, we will accept it. eg. 1.75" / 2.6mm Wall Tube

### **6.4.3 ENGINE**

6.4.3.1 Any and all engines are permitted, providing they meet all the additional rules and regulations specified herein, and with the following limitations and exceptions: The back of the engine-block must be located in front of the furthest-forward portion of the driver's seat, unless otherwise-equipped, as originally manufactured.

6.4.3.2 Radiator mounting open

### **6.4.4 TRANSMISSION**

6.4.4.1 Any and all transmissions are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.4.4 TRANSFER-CASE**

6.4.4.1 Any and all transfer-cases are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.4.5 DRIVESHAFTS**

6.4.5.1 Any and all driveshafts are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.4.6 AXLES**

6.4.6.1 Any and all axle assemblies are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.4.7 STEERING**

6.4.7.1 Full Hydraulic or Mechanical Steering is permitted.

Rear-steer is not permitted. ( can be fitted, just can't be used. A positive locking mechanism is recommended )

### **6.4.8 SUSPENSION**

6.4.8.1 Any and all suspension components and configurations are permitted, providing they meet all the additional rules and regulations specified herein.

6.4.8.2 Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation, with the following limitations and exceptions: Only two shock absorbers are permitted per wheel/tire (not including spare tires). Shock absorbers shall not be larger than 2.65" in diameter (outer diameter of shock-body) and shall not be capable of any more than 14" stroke. Shock absorbers must be connected directly to the axle assembly and chassis and shall not be mounted in any way so as to yield any type of mechanical advantage, unless factory-equipped (mounting shock absorbers off-vertical is permitted and shall not be considered a mechanical advantage), or equipped with any type of independent suspension (and then shock absorbers may only be mounted to as to yield a mechanical advantage at the wheels/tires that are independently suspended).

6.4.8.3 Manual suspension controls (e.g. forced hydraulics) are not permitted.



## **6.4.9 WHEELS & TIRES**

~~6.4.9.1 The intent of the tire rule for the modified class is to restrict tire use to only standard production models designed, sold, and advertised for use on highway vehicles. Therefore all tires used in competition shall be readily available to the public from any local distributor. Tires with special construction, compounds, etc. created for the sole purpose of competition will not be allowed. The use of Sticky Compound tyres will be permissible in the opening round of King of the Hunter.~~

6.4.9.2 Tires must be DOTARS-approved, with a maximum outside diameter of 42" (or equivalent), as specified on the tire's sidewall by the original manufacturer.

## **6.4.10 LEGENDS CLASS Not Applicable at this time.**

~~6.4.10.1 Engine must be front mounted~~

~~6.4.10.2 2 seats must be side by side~~

~~6.4.10.3 Shocks: only a single shock per corner is allowed. Any coil carrier apparatus are considered shocks.~~

~~6.4.10.4 Axles must be solid type. No TTB or IFS of any kind allowed.~~

~~6.4.10.5 Tires must be DOTARS NON STICKY compound no larger than 37" Diameter as factory labeled.~~

~~6.4.10.6 All safety and tech rules apply~~

## **6.5 UNLIMITED CLASS**

### **6.5.1 ENGINE**

6.5.1.1 Any and all engines are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.5.2 TRANSFER-CASE**

6.5.2.1 Any and all transfer-cases are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.5.3 DRIVESHAFTS**

6.5.3.1 Any and all driveshafts are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.5.4 AXLES**

6.5.4.1 Any and all axle assemblies are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.5.5 STEERING**

6.5.5.1 Any and all steering components and configurations are permitted, providing they meet all the additional rules and regulations specified herein. Rear steering is permitted.

### **6.5.6 SUSPENSION**

6.5.6.1 Any and all suspension components and configurations are permitted, providing they meet all the additional rules and regulations specified herein.

6.5.6.2 Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation, providing they meet all the additional rules and regulations specified herein.

6.5.6.3 Manual suspension controls (e.g. forced hydraulics) are permitted.

### **6.5.7 WHEELS & TIRES**

6.5.7.1 Any and all tires are permitted, providing they meet all the additional rules and regulations specified herein.

### **6.6 UTV Class**

6.6.1 A UTV is defined as a standard production based side by side SXS / 2 or more seat vehicle. 1000 CC or less motor with powersports based drivetrain. Any non-production based belt driven vehicles must be approved prior to racing.

6.6.2 UTV Safety – UTV's to follow all Ultra4 Safety rules with the following exceptions

6.6.2.1 Six Point aftermarket racing cage. Sportsman may use 6 point factory cage with aftermarket rear X bracing in the B-Pillar & an X Brace in the Roof.

6.6.2.2 SFI Rated 5 point harnesses. Sportsman may use 4 point harnesses.

6.6.2.3 Seats must have slots for harnesses and adequate headrest contact with a helmet on.

6.6.2.4 Doors are required but not required to open

6.6.2.5 Window nets or arm restraints required

6.6.2.6 Factory plastic fuel cells allowed if used in factory mounting position

6.6.3 UTV Performance

6.6.3.1 Engines must be of 1000cc or less powersports configuration.

Overboring of motor is permitted

6.6.4 Alternate manufactured brands over 1000cc will be considered upon application.

### **~~6.7 PIT SUPPORT VEHICLES~~**

~~6.7.1 All pit support vehicles shall display minimum 4" / 100mm high white numbers corresponding to the entrant number of the vehicle they are pitting for, on both sides of vehicle on side windows, on upper passenger side corner of front windshield, and on rear window. Pit support vehicles must have current Ultra 4 Racing Australia pit pass attached to lower passenger side corner of front windshield.~~

## **7 EVENT RULES AND REGULATIONS**

### **7.1 EVENT OFFICIALS**

7.1.1 The following are the designated Ultra 4 Racing Australia event officials:

7.1.1.1 Operations Director

7.1.1.1.1 The Chief Executive Officer of Ultra 4 Racing Australia responsible for the conduct of all business transactions and events of the organization. All other officials are responsible to the Operations Director. The Operations Director, in partnership with the Event Director, has the final decision on all issues involving any Ultra 4 Racing Australia event. The Operations Director, in partnership with the Event Director, has full discretion to make any final determinations of, judgments on, or assess penalties with respect to all Ultra 4 Racing Australia rules.

7.1.1.2 Event Director

7.1.1.2.1 The Ultra 4 Racing Australia officer who is responsible for all aspects of a given Ultra 4 Racing Australia event.

7.1.1.3 Executive Directors

- 7.1.1.3.1 A term to refer collectively to the Operations Director and the Event Director. The Operations Director and the Event Director may be the same person.
- 7.1.1.3.2 The Executive Directors are responsible for the conduct of any event conducted under these rules. All official event personnel are responsible to the Executive Directors.
- 7.1.1.3.3 The Executive Directors have the authority to penalize, disqualify, or suspend any participant (competitor or crew member) for unacceptable conduct or violation of these rules, including any Special Rules and Supplementary Regulations.
- 7.1.1.4 Race Director
  - 7.1.1.4.1 An Assistant Officer of Ultra 4 Racing Australia sharing responsibility with the Executive Directors for the on-course conduct of all events. The Race Director also executes other duties and responsibilities in partnership with the Executive Directors.
- 7.1.1.5 Directors
  - 7.1.1.5.1 A term to refer collectively to the Executive Directors, the Race Director and the CRB Director.
- 7.1.1.6 Race Official
  - 7.1.1.6.1 An individual designated by the Race Director to officiate at a Ultra 4 Racing Australia event. There are normally several Race Officials for any given event. As a collective group, the term “officials” includes the Directors, the following list of officials, and any other person designated an event official by Ultra 4 Racing Australia for a given event.
  - 7.1.1.6.2 Course Marshall
    - 7.1.1.6.2.1 The race official appointed by Ultra 4 Racing Australia to assist the Race Director in the on-course conduct of an event.
  - 7.1.1.6.3 Chief Technical Inspector
    - 7.1.1.6.3.1 The race official appointed by Ultra 4 Racing Australia to direct the inspection of entrants' vehicles before and after each event, for compliance with the applicable portions of the Ultra 4 Racing Australia Rulebook.
  - 7.1.1.6.4 Assistant Chief Technical Inspector
    - 7.1.1.6.4.1 The race official appointed by the Chief Technical Inspector and Ultra 4 Racing Australia to assist the Chief Technical Inspector. The Assistant Chief Technical Inspector shall perform all duties of the Chief Technical Inspector in the event the Chief Technical Inspector is not available. The Assistant Chief Technical Inspector shall carry out all other duties assigned by the Executive Directors, Race Director, and/or Chief Technical Inspector.
  - 7.1.1.6.5 Scoring Director
    - 7.1.1.6.5.1 The race official appointed by Ultra 4 Racing Australia to direct the timing and scoring operations of an event.
  - 7.1.1.6.6 Communications Director
    - 7.1.1.6.6.1 The race official appointed by Ultra 4 Racing Australia to direct the radio communications network operations of an event.
  - 7.1.1.6.7 Checkpoint Captain
    - 7.1.1.6.7.1 A race official appointed by Ultra 4 Racing Australia to direct the operations of a particular checkpoint and the immediate area around that checkpoint.
    - 7.1.1.6.7.2 Checkpoint captains are the direct representatives of the Race Director at their respective checkpoints. Their area of responsibility includes 50 yards

on either side of their checkpoint.

7.1.1.6.7.3 Checkpoint captains will designate areas leading to and surrounding their checkpoint area. These areas shall be for checkpoint personnel only. No support teams, pit crews, chase crews, nor will any other person not having express permission be permitted in these areas. Failure to comply will subject the offending entrant or team to penalties of up to and including disqualification.

7.1.1.6.8 Road-Crossing Captain

7.1.1.6.8.1 A race official appointed by Ultra 4 Racing Australia to direct the operations of a particular road-crossing and the immediate area around that road-crossing.

7.1.1.6.9 Pit Stop Captain

7.1.1.6.9.1 A race official appointed by Ultra 4 Racing Australia to direct the operations of a particular pit stop and the immediate area around that pit stop.

7.1.1.7 Competition Review Board (CRB)

7.1.1.7.1 A panel composed of the Operations Director, Event Director, Race Director, Chief Technical Inspector, and the CRB Director. The CRB shall meet as required to decide matters concerning rule infractions, sportsmanship, and on-course conduct; primarily those identified by on-course officials and the red-card system. The CRB shall meet approximately 30 minutes after the close of the event finish line, and before the event awards ceremony.

7.1.1.8 CRB Director

7.1.1.8.1 Director of the Competition Review Board, appointed by the Race Director. The CRB Director shall be a third-party holding no position in Ultra 4 Racing Australia. Ultra 4 Racing Australia shall make the CRB Director known to the event participants at the drivers' meeting, and he shall represent the drivers in post-race rule matters. CRB Director will oversee the CRB process, call the meeting to order, and report the outcome of the CRB to the event participants.

## **7.2 EVENT PARTICIPANTS**

### **7.2.1 REGISTRATION**

7.2.1.1 An entrant number shall be assigned to the Driver of Record for the entire year. The Driver of Record must enter all points events to become a champion. The points stay with the Driver of Record and the entrant number for the entire year. Driver of Record must be a registered competitor in every event and must start or finish every event in a competing race vehicle bearing his/her assigned entrant number. Driver of Record must also, for every event, have signed all releases required by Ultra 4 Racing Australia.

7.2.1.2 Driver of Record and assigned entrant number form an inseparable pair for each year. No Driver of Record may switch assigned entrant numbers during the year or be the registered Driver of Record for more than one entrant number; and no entrant number may have more than one registered Driver of Record during the year. The actual event vehicle may be modified, upgraded, or replaced (subject to certain series restrictions –see section 22), but the Driver of Record and his/her assigned entrant number may not be altered, modified, swapped, traded, bought, sold, or otherwise changed.

7.2.1.3 Any participant who fails to complete and sign the required entry forms and releases will be subject to disqualification. Entry forms and releases must be signed in person, witnessed by Ultra 4 Racing Australia entry personnel.

Government issued photo identification may be required.

- 7.2.1.4 All competitors under 18 years of age at the start of the event must have their entry form notarized and their release signed by a parent or legal guardian. No person under 18 years of age at the start of the event shall be the driver of record for any Ultra 4 Racing Australia stand-alone event.
- 7.2.1.5 Driver of Record and/or co-driver(s) who are listed on the official Ultra 4 Racing Australia entry form must attend all drivers' meetings. Failure to do so may result in penalization, denial of right to start, disqualification, and/or fines. Armband checks and written roll calls may be made at the meeting.
- 7.2.1.6 No participant may enter racing areas, pre-run, or receive the official course map until they have signed all entry forms and releases. No person shall sign any entry form or release for any other person.
- 7.2.1.7 Special consideration registration may be permitted with advanced approval of Ultra 4 Racing Australia

## **7.2.2 CONDUCT**

- 7.2.2.1 Any competitor having an application bearing a falsified signature shall be disqualified. Competitor may also be suspended from future events for one year.
- 7.2.2.2 Failure to attend the drivers' meeting by at least one member of entrant: penalization, denial of right to start, disqualification and/or fines.
- 7.2.2.3 Abusive conduct toward a race official: Disqualification, suspension, minimum one hundred dollar (\$100) fine or any combination of the three.
- 7.2.2.4 Drinking intoxicating beverages in the official pre-race technical inspection area, post race areas (e.g. impound, etc.), pits, on the racecourse or in the surrounding areas by any person is strictly forbidden. The use of narcotics or other illegal or illicit drugs is forbidden. Any participant that shows any evidence whatsoever of being under the influence of any of the aforementioned may be immediately disqualified and subject to suspension from all future Ultra 4 Racing Australia events. Violator must leave the premises immediately at the direction of the Directors.
- 7.2.2.5 Any participant who subjects any Ultra 4 Racing Australia official, event staff, volunteer, other event participant or spectator to improper language, verbal threats and/or physical abuse, or any other offensive, harassing, or demeaning language or behavior shall suffer automatic disqualification or be brought before the CRB. If brought before the CRB, the CRB will make the decision of disqualification and/or suspension of the offending competitor and/or participant for said offenses. Competitors are responsible for the behavior of all participants acting on their behalf, including but not limited to: their pit crew, support crew, and sponsors. Acts of physical or verbal abuse may be reported to the proper authorities and may lead to legal action. Poor sportsmanship or unsportsmanlike conduct, in the pits or on the course, before, during, or after an official Ultra 4 Racing Australia event may subject offending or related entrants to disqualification.
- 7.2.2.6 Failure to appear before the CRB when requested may result in a letter of reprimand and/or penalty at the discretion of the CRB. Failure to appear before the CRB when requested twice within a race season may result in a penalty and/or suspension for up to one year at the discretion of the CRB.

### **7.2.3 DRIVERS & CO-DRIVERS**

- 7.2.3.1 Only competitors that are listed on the official Ultra 4 Racing Australia entry form may drive or co-drive the vehicle for which they are registered. Registration is limited to a maximum of four competitors per vehicle.
- 7.2.3.2 All drivers must be at least 18yrs old at the start of the event (subject to further restrictions regarding driver eligibility, as determined by land manager for each event).
- 7.2.3.3 No person other than the registered competitors of an entrant vehicle shall ride in, on, or occupy that vehicle. No competitor shall ride in or on their vehicle other than in the normal driving/riding positions. Enforcement of these rules for any entrant vehicle is the responsibility of the driver of record for that vehicle.
- 7.2.3.4 Competitors may exit vehicle during event as follows:
  - 7.2.3.4.1 Co-driver(s) may exit vehicle on course to spot, winch, repair vehicle, or bio break.
  - 7.2.3.4.2 Driver may exit vehicle on course to repair vehicle or bio break.
  - 7.2.3.4.3 Competitors may exit vehicle in designated pits.
  - 7.2.3.4.5 No person may exit vehicle at any time unless it is safe to do so.
  - 7.2.3.4.6 Competitors may not intentionally choose to exit vehicle for any reason if, by stopping the vehicle and doing so, they will impede the flow of traffic, providing the vehicle is capable of moving under its own power at the time.

### **7.2.4 SAFETY EQUIPMENT**

- 7.2.4.1 One-piece fire suits are mandatory. Two-piece suits are not permitted. Suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, or tears, nor be worn thin. Suits must also be free from any petroleum-based contaminants. All suits must be made from fire-resistant material with the manufacturer's fire resistant rating label attached. A minimum of a two-layer fire suit, fire resistant gloves and footwear are very highly recommended. Ultra 4 Racing Australia highly recommends that each fire suit be labeled on the upper right chest with the wearer's full name, blood type, allergies, and any other important medical information.
- 7.2.4.2 Helmets must be approved by, and bear the sticker of, one of the following: Australian Standards S1698, Snell M2005/SA2005/M2010/SA2010 DOTARS/ECE 22-05/BSI. Primary helmet fastening must be by means of straps using D-ring buckle. No snaps or Velcro will be permitted as the primary means of securing the helmet. Snaps or Velcro may be present as a means of securing the loose ends of the helmet's straps. The interior and exterior of the helmet must be free from defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). Ultra 4 Racing Australia strongly recommends that entrants use helmets specifically designed for motor racing.
- 7.2.4.3 Shatter resistant eye protection is required for all competitors in a Ultra 4 Racing Australia event.
- 7.2.4.4 Neck braces are highly recommended for all competitors. Neck braces should provide adequate support and have a fire-resistant covering in good or like-new condition. It is highly recommended that a neck brace made by a recognized manufacturer be worn.

### **7.3 EVENT COURSE**

- 7.3.1 Ultra 4 Racing Australia will set the maximum duration and length of an event.
- 7.3.2 An entrant's official time shall be the total elapsed time between their assigned starting time and the time they cross the official finish line. This elapsed time must be less than the designated time limit of the event. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant will be placed in the rear and will start after the last assigned start time. If an entrant does not report to the staging area in time to start before the last assigned starter leaves the starting line, they shall be judged DNS. In all cases, if the entrant does not start at their assigned time, their time will still start from their assigned starting time, not their actual starting time.
- 7.3.3 The winner of the event shall be the entrant that either: finishes the race with the lowest elapsed time, or completes the most laps or greatest distance within the event time limit, or receives the best score for the event. The entrant must also meet all other criteria and must not be disqualified in order to be declared the official event winner.
- 7.3.4 When encountering an on-course accident, rollover, breakdown, or disabled vehicle, all entrants must make reasonable efforts to assess the condition of the competitors involved. Competitors who are involved in an accident, rollover, breakdown, or whose vehicle is disabled must make every effort to signal their condition to passing competitors (e.g. give a thumbs up). If, upon encountering an on-course accident, rollover, breakdown, or disabled vehicle, a passing vehicle is unable to determine that the competitors involved are OK or if there is any doubt as to the status or condition of the competitors involved, they must inform a Ultra 4 Racing Australia official at the next checkpoint, road crossing, or pit stop or by radio (if so equipped) of the location, vehicle number, and any apparent injuries. All entrants must retrieve a stuck stub from any other entrant who is displaying the stuck stub and deliver the stuck stub to the next available race official.
- 7.3.5 Breakdown safety devices (beacons, glow sticks, or reflective devices) must be placed at least 200 feet and again at approximately 20 feet behind any breakdown or accident and be placed beside the track on the same side of track as the disabled vehicle.
- 7.3.6 Any entrant who must discontinue the event must report, in person or via the stuck stub, to a race official at a checkpoint, paved road crossing, pit stop or start/finish that they are out of the race.
- 7.3.7 No aircraft are permitted for the purpose of race support. This includes, but is not limited to, flying over any race vehicle; transportation of competitors and/or support crews (unless a medical emergency exists); communication with race vehicle; spotting for race vehicle; transportation of equipment and/or parts; landing on or near the race course in areas other than approved by Ultra 4 Racing Australia and within FAA rules; and interfering with the normal conduct of the event. Violation of this rule may lead to entrant's disqualification. Requests for aircraft special use (i.e. filming, observing, etc.) must be submitted to Ultra 4 Racing Australia in writing. Requests must include the radio frequencies (helicopter or aircraft frequency and race team frequency) to be used and must be submitted no later than one month before scheduled event. Any request received during the month prior to the event shall not be considered.

- 7.3.8 Starting procedures will be announced at the drivers' meeting at each event.
- 7.3.9 No entrant may leave the start line before their assigned start time. Only those entrants that cross the finish line within the designated time limit will be declared official finishers. Every vehicle must come to a complete stop at each checkpoint. Failing to come to a complete stop at any checkpoint will subject the offending entrant to a minimum fifteen minute time penalty for each occurrence and possibly disqualification, at the discretion of the CRB. Every vehicle must come to a complete stop at each Ultra 4 Racing Australia road crossing that has been designated as a full-stop crossing, or when signaled to stop by road crossing officials. Failing to do so will subject the offending entrant to a minimum fifteen minute time penalty for each occurrence and possibly disqualification, at the discretion of the CRB.
- 7.3.10 All competitors may be checked for their safety gear sticker or armband and all vehicles may be checked for their technical inspection sticker at any or all checkpoints or designated road crossings. Every competitor is responsible for his/her safety gear sticker, armband, and vehicle technical inspection sticker. Any entrant not in possession of the required safety gear sticker(s), armband(s), or vehicle technical inspection sticker may be subject to disqualification.
- 7.3.11 No entrant vehicle shall be towed, pushed, pulled or otherwise moved or transported by any non-entrant vehicle, or spectator group on the official course while an event is still in progress. Exceptions may be made by course marshals if broken down vehicle is impeding flow of race traffic. If necessary a course worker may assist with movement of broken down vehicle without penalty to the driver. Occupants of a vehicle that is pushed pulled or towed clear of traffic must make necessary repairs to leave, under their own power, the area to which they were relocated. No vehicle may be pushed, pulled or towed by another vehicle within the last two hundred yards (200 yards) of the finish line.
- 7.3.12 No person may be registered as the Driver of Record for more than one vehicle at the same event. The Driver of Record may be registered in another vehicle as a co-driver.
- 7.3.13 A marked course is that official route designated by and marked with official Ultra 4 Racing Australia markings and/or indicated via the official GPS track. All vehicles must follow this route during the event. Passing is only permitted where there is no vegetation on the side of the course. Short coursing is not permitted and shall result in disqualification. Short coursing is defined as any deviation from the marked course for any reason other than passing. No deviation from the marked course, including passing, is permitted in sensitive areas. Deviation from the marked course in these areas shall result in automatic disqualification. Sensitive areas shall be marked by Ultra 4 Racing Australia markings and DQ signs. Ultra 4 Racing Australia is not responsible for markings that are damaged or removed. All vehicles shall drive only in the correct direction of the course route. Driving in the opposite direction of the course is prohibited and shall be grounds for penalties of up to and including disqualification and suspension.
- 7.3.14 Failure to stage or report to starting line-up by posted or announced time; or failure to stage or line up in time to start at assigned starting time: Rear start or DNS.
- 7.3.15 Failure to come to a complete stop at any road crossing designated as a full-



- stop crossing, or failing to stop when signaled to do so by road crossing officials: Fifteen-minute time penalty for each occurrence.
- 7.3.16 Speeding in a restricted speed area up to 10 mph over announced or posted speed limit by race vehicle or support vehicles: One position penalty.
- 7.3.17 Speeding in a restricted speed area in excess of 10 mph over announced or posted speed limit by race vehicle or support vehicles: Disqualification.
- 7.3.18 Short coursing: Disqualification.
- 7.3.19 Excessive or abusive nerfing or bumping: Disqualification.
- 7.3.20 Any competitor or competitor's crew member traveling on the course before the official event finish in other than event-registered vehicles participating in the event, may subject entrant to penalties of up to and including disqualification and suspension. There is no outside assistance permitted on the course or near the course during the event except for in the official areas designated for pits and/or fuel stops. Ultra 4 Racing Australia reserves the right to assess each situation and respond accordingly. Situations involving safety are at the discretion of the Directors. If a vehicle breaks down on the course, or rolls over and requires assistance to be righted, Ultra 4 Racing Australia approves the following options. Any deviation from these options may result in entrant being disqualified.
- 7.3.20.1 Driver or Co-driver who is with vehicle at time of breakdown may travel by foot to and from an official Ultra 4 Racing Australia designated pit stop of their choice, in order to retrieve equipment or parts necessary to repair vehicle. Except as detailed below in 3.4.2, if any other person delivers equipment or parts to entrant vehicle, entrant will be subject to disqualification. Obtaining equipment or parts from any location other than an official Ultra 4 Racing Australia designated pit stop will subject entrant to disqualification.
- 7.3.20.2 Another race-entered vehicle may pick up equipment or parts at an official Ultra 4 Racing Australia designated pit stop (but not from any other location), and then deliver that equipment and/or those parts to broken down vehicle. The race vehicle picking up and delivering the equipment or parts must travel in the proper direction on the course. Traveling the wrong way on the course will subject both entrants (broken down vehicle and delivery vehicle) to disqualification. If any pit support vehicle or other vehicle not registered and competing in the event, delivers anything to a broken down vehicle, that broken down vehicle entrant shall be subject to disqualification. No entrant that has officially finished the event or has ceased competing may re-enter the course to deliver anything to a broken down or stranded vehicle. With the permission of the Executive Directors or Race Director, DNF vehicles or vehicles having officially finished the event may enter the course after the close of the course checkpoint immediately after a broken or stranded vehicle to retrieve the broken or stranded vehicle and return it to main pit as a DNF, providing that in doing so neither vehicle travels or crosses any part of the course that is still live or active.
- 7.3.20.2.1.1 Race vehicle traveling on the course in the reverse direction of the course, before the official completion of the event: Disqualification.
- 7.3.20.2.1.2 Pit support vehicles traveling on the racecourse before the official completion of event: Disqualification.
- 7.3.20.3 To minimize environmental impact and minimize traffic congestion on the course, Ultra 4 Racing Australia will provide official recovery crews to aid in the righting of vehicles that have rolled over. Entrants may use this service,

if available, or other outside assistance (i.e. assistance from spectators) ONLY to right a rolled vehicle. Once righted, vehicle must not receive any further outside assistance of any kind. If able to continue after having been righted, vehicle may continue on course without penalty. If vehicle cannot continue after righting but does not, in the opinion of the officials, pose an impediment to traffic flow, entrants may attempt to repair vehicle and continue, but may not receive any outside assistance in doing so. If a righted vehicle cannot continue and is, in the opinion of the officials, an impediment to traffic flow, 3.4.4 applies. See Section 7.9: ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

- 7.3.20.4 Any entrant vehicle that is unable to continue, whether or not it has been righted with or without outside assistance, and that as a result of being disabled poses, in the opinion of the officials, an impediment to traffic flow, may be relocated on, or removed from, the course by means of official recovery crews or other outside assistance only to the point that they no longer pose an impediment to traffic flow. Once so relocated or removed, competitors may attempt to repair vehicle and continue, but may not receive any outside assistance in doing so.
- 7.3.20.3 To 7.3.20.4 above, will be subject to a minimum 2 hour penalty up to disqualification as decided by the CRB. A second occurrence of receiving outside help will result in disqualification for the rest of the season.
- 7.3.21 Competitors may not receive any help in repairing a damaged vehicle outside approved pit areas. At no time may a team accept outside assistance from spectators to navigate an obstacle. (e.g. pushing or pulling a vehicle up the plaque line at Sledge Hammer.) Except as detailed above in 7.3.20.3 to 7.3.20.4 in the interests of minimizing environmental impact and/or on-course traffic congestion, no entrant shall receive any outside assistance whatsoever. At no time, regardless of circumstance, shall an entrant receive outside assistance which unfairly benefits that entrant. Receiving advice, guidance, or spotting through an obstacle from anyone other than a co-entrant or co-competitor may be considered an act of outside assistance. Entrants that receive outside assistance, except as specified in 7.3.20.3 to 7.3.20.4 above, will be subject to disqualification.
- 7.3.22 No participant or any other person except a Ultra 4 Racing Australia official shall remove, alter, or relocate course markings. Any person found to have removed, altered or relocated course markings will be subject to disqualification and/or immediate removal from the event area and may be banned from future Ultra 4 Racing Australia events.
- 7.3.23 Pre-running and course knowledge obtained thereby is the responsibility of every entrant of a Ultra 4 Racing Australia event. Pre-running must be done in a safe and sensible manner and may be restricted or denied due to federal and/or state regulations. Unsafe and/or irresponsible driving during pre-running will subject entrants to penalties of up to and including disqualification and suspension. Participation in pre-running is at entrants' own risk, and may not be part of the official event. All pre-running should be conducted according to park or land-use rules. Pre-runners must be aware of, and abide by, any rules or regulations regarding the use of BLM or park property. Participants engaged in pre-running shall always consider safety as the highest priority, and be aware of other recreational users of the area in which they are pre-running.

#### 7.3.24 CHECKPOINTS & ROAD-CROSSINGS

7.3.24.1 All vehicles must enter each checkpoint or designated road crossing at a safe speed. Unsafe racing into and/or through any checkpoint or designated road crossing is prohibited. Speeding through a checkpoint or designated road crossing shall result in disqualification. Safe speed is defined as a speed at which a vehicle can make a controlled stop without endangering anyone in the immediate vicinity of the checkpoint or designated road crossing.

7.3.24.2 Passing is not permitted within 300 feet on either side of any road crossing or checkpoint, except at the direction of a Ultra 4 Racing Australia Productions

Inc. official. Failure to comply shall subject entrant to disqualification or a time penalty of 15 minutes for each occurrence, at the discretion of the CRB.

7.3.24.3 Rolling through a checkpoint (i.e. failure to come to a complete stop): Fifteen minute time penalty for each occurrence.

7.3.24.4 Speeding through and/or unsafe racing up to or through a checkpoint: Disqualification.

#### 7.3.25 PITS

7.3.25.1 Stationary pits or chase crews outside of designated areas or traveling in restricted areas: Disqualification.

7.3.25.2 Reckless driving in pit areas or on any access roads by race vehicle or support vehicles: Disqualification.

7.3.25.3 No vehicle shall be permitted to enter pit areas or course area without a valid Ultra 4 Racing Australia pit pass, displayed as prescribed in this rulebook.

7.3.25.4 At all times the Driver of Record assumes responsibility for the actions of his/her pit crews, support crews, and all others associated with his/her team. Pit bands must be worn by all members of the pit crew. No exceptions.

Penalties for non-compliances will be:

First level minor infraction:

First offense, warning and non-banded person removed from the pit area until banded. Second offence will result in a 5 minute penalty for each non-banded person in the pit area added to the driver of records elapsed time.

Second Level Major infraction:

Automatic disqualification if any non-banded person touches the race vehicle in any way or performs any race pit support to the vehicle, driver or co-driver. Again the driver of record assumes all responsibility for their pit area. If someone is in your pit without a band it is on you whether you know them or not. Police your pit area.

7.3.25.5 No person under suspension by Ultra 4 Racing Australia will be permitted to participate in any event or be permitted to enter the pits or course area.

7.3.25.6 Any pit support vehicle running on or near the course shall result in the entrant being disqualified. Any pit support vehicle traveling in a restricted area shall result in entrant being disqualified. Any pit support vehicle stopping at a road crossing may cause entrant to be disqualified. Any pit support vehicle stopping on a road that is near the course and not in an official, designated area may cause entrant to be disqualified.

7.3.25.7 Pits (stationary, roving or chase) located in any areas other than those areas officially designated as pit areas by Ultra 4 Racing Australia

- 7.3.25.8 Any competitor, crew member, or other pit pass holder who takes part in any demonstration in the pits, on the course, or in the surrounding area before, during, or after an event shall be subject to expulsion from the area, suspension from future Ultra 4 Racing Australia events, and possible legal action.
- 7.3.25.9 Maximum speed limit on all main pit access roads and in all pit areas shall be 20 kph for all vehicles. Maximum speed limit on all other access roads shall be 30 kph. Ultra 4 Racing Australia reserves the right to change speed limits to account for conditions.
- 7.3.25.10 The Ultra 4 Racing Australia Pit Stop Captain shall determine the pitting zone around each pit stop.
- 7.3.25.11 All pit supplies must be at least 15metres from the edge of the course. No pit may be in the first 15 metres leading into, or the first 30 metres leading out of, a turn. Pits located within this turn area or less than 15 metres from the course will subject entrant to penalties of up to and including a minimum one-hour time penalty or disqualification, at the discretion of the CRB.
- 7.3.25.12 All pits must have the equivalent of an approved 5kg. ABC fire extinguisher at all times. This capability may be accomplished using fire extinguishers of any combination (minimum 2kg extinguisher) that equal 20 lb. (i.e. one 20 lb., two 10 lb., four 5 lb.). A minimum of 2kg worth of extinguisher(s) must be manned during all pit stops (e.g. if 2kg extinguishers are used, then the pit crew must man two fire extinguishers).
- 7.3.25.12.1 All pit fire extinguishers must have current (less than one year old) fire marshal's tag, seal in place, and be fully charged. Random checks will be made and time penalties may be assessed if extinguishers are not manned and ready.
- 7.3.25.13 No Children or Pets are permitted within the pit area
- 7.3.25.14 All entrants are responsible for cleaning the pit areas they used during the event.
- 7.3.25.15 All fuel cans must be kept off native soil and be stored on an impervious barrier. ( on a tarp) Vehicle refueling shall take place over an approved fuel mat or tarp acting as an impervious barrier. Fuel mats or tarps shall be free from defects or tears which could result in a fluid spill onto native soil. Fluid absorption products are highly recommended. Teams responsible for fuel spill onto native soil may be fined and liable for clean-up expense. Any team refueling outside an approved pit location, or without a fuel mat or tarp, may face disqualification.

#### 7.3.26 COMMUNICATIONS

- 7.3.26.1 Ultra 4 Racing Australia UHF Channel 10 as a main race channel for stand-alone events. Ultra 4 Racing Australia reserves the right to change the main race channel frequency if deemed necessary. Ultra 4 Racing Australia will make all reasonable efforts to notify all entrants of any changes to the main race channel. Medical emergency operations shall use channel 11 during all stand-alone Ultra 4 Racing Australia events. All radio or other transmissions which interfere with Ultra 4 Racing Australia control communications are strictly prohibited except in the case of medical emergencies. All race and support-vehicle radio equipment is strictly prohibited from interfering with or disrupting race communications on channel 10 & 11.

### 7.9 ENVIRONMENTAL SAFETY

7.9.1 Each vehicle shall carry a 40L or larger disposable plastic trash bag to extract any soil contaminated in a roll over. Contaminated soil may be left in plastic 40L trash bag on side of course for sweep crew to collect and dispose of.

7.9.2 Index of all environmental-related rules

6.2.6.1 : engine leaks

6.2.6.2 : engine fluid

containment 6.2.6.3: spark arrestors

6.2.7.1 : transmission leaks

6.2.7.2 : transmission fluid

containment 6.2.8.1: transfer-case leaks

6.2.8.2: transfer-case fluid containment

6.2.10.1: power-assisted steering leaks

6.2.10.2: power-assisted steering fluid containment

6.2.11.3: shock absorber leaks

6.2.12.1: brake system leaks

6.2.14.3.1: fuel valves and

vents 6.2.14.3.8: fuel mats

7.3.20.3: recovery

## 8 SERIES RULES AND REGULATIONS

### 8.1 SERIES SPECIFIC RULES

8.1.1 This section reserved for additional rules regarding the point structure for the International Endurance Championship, The American Off-Road Ultra 4 series, and other Series.

## 9 INFRACTIONS & PENALTIES

9.1 The Executive Directors, Race Director, and Chief Technical Inspector have the authority to penalize, disqualify, or suspend any entrant for violations of the technical rules.

9.2 The following list of infractions is a guideline used by Ultra 4 Racing Australia in assessing penalties. These guidelines are not meant to infer that these are the only possible infractions, nor the only penalties that may be assessed against any entrant participating in a Ultra 4 Racing Australia event.

### 9.2.1 Short Coursing

Minor infraction resulting in no competitive advantage such as getting lost or missing a turn will result in a warning for the first occurrence and a time penalty of 5 times the estimated advantage for the second occurrence.

Minor infraction resulting in a competitive advantage will result in a time penalty of 5 times the competitive advantage for the first occurrence and minimum 1 hour Penalty up to DQ for the second.

Major infraction, deliberate short coursing or repeated "mistakes" will result in a minimum 1 hour Penalty up to DQ for the first occurrence and refer to 9.2.2 for second occurrence penalty.

9.2.2 Conduct detrimental to Ultra 4 Racing Australia or the Event. Any action deemed detrimental to Ultra 4 Racing Australia or the specific event will result in automatic disqualification for the season up to permanent ban subject to CRB review.

9.3 Any entrant disqualified from any event for any reason whatsoever forfeits any and all prize money, points, and contingencies won in that event. Entrant will not be entitled to a refund of any portion of entry fee.

## 10 PROTESTS & GRIEVANCES

10.1 One red card will be presented to each entrant at registration. Each entrant may file one complaint to the CRB during the event by using a red card. Red cards are to be presented at the next available checkpoint, or finish line if there are no remaining checkpoints prior to the finish line. Red card complaints may be made against competing entrants for the following infractions during the course of an event:

10.1.1 Vehicle leaving the course or short coursing.

10.1.2 Receiving outside assistance.

10.1.3 Refueling without an approved fuel mat or tarp acting as an impervious barrier.

10.1.4 Unsportsmanlike conduct.

10.1.5 Excessive or abusive nerfing or bumping.

10.2 A competitor who believes they have been aggrieved by an item in the rulebook, by the action or inaction of a director, volunteer, or other participant (including other competitors) has the right to file a grievance with the CRB. Such a grievance must be filed with the Race Director no later than 30 minutes after the completion of the event.

## 11 Appendix A

11.1 ULTRA 4 RACING AUSTRALIA RULEBOOK - GLOSSARY OF TERMS, ACRONYMS, AND ABBREVIATIONS

11.1.1 AUTOMATIC DISQUALIFICATION

11.1.1.1 Disqualification assigned immediately to an entrant, whether or not they have completed the event, by the Executive Director, Event Director, or Race Director, at the discretion of Ultra 4 Racing Australia for certain grievous infractions. Entrants suffering automatic disqualification shall be so informed by the Executive Director, Event Director, or Race Director and, when so informed, must immediately leave the course by the safest and most expeditious means possible without interfering with any other entrants still in competition. Failure to comply shall result in fines and/or suspension.

11.1.2 CO-DRIVER

11.1.2.1 A person who is listed on an official Ultra 4 Racing Australia event entry form as the co-operator of a vehicle and who is eligible to drive or ride during the course of the event. The Co-driver must sign all entry and release forms in person during the normal registration time at the same time as the Driver of Record is signing all entry and release forms.

### 11.1.3 COMPETITOR

11.1.3.1 The person or persons occupying the vehicle during an event. The Driver of Record and the Co-driver(s) (if present) are the competitors.

### 11.1.4 CONTINGENCY

11.1.4.1 Contingency is a commitment made by a manufacturer, retail outlet, or other business to Ultra 4 Racing Australia regarding a specific purse to be paid to event competitors in return for display of contingency logos. Event competitors must sign up for contingency with manufactures, and manufactures must execute contracts with competitors immediately following the completion of the event. Contingency offers must be made available to Ultra 4 Racing Australia no less the 30 days before the start of any event for which the contingency is offered.

### 11.1.5 CREW MEMBER

11.1.5.1 Any person associated with, acting on behalf of, or working for a team, whether compensated or not, is a crew member. Crew members include, but are not limited to: pit crew, radio operators, fuelers, mechanics, volunteers, support personnel, cooks, cleaners, cheerleaders, umbrella girls, etc.

### 11.1.6 DESIGNATED TIME LIMIT

11.1.6.1 The maximum allowable time entrants have to complete the course/event or cross the finish line. Calculated as the total elapsed time between the entrant's start time and either:

11.1.6.1.1 The time at which the finish line closes or the time at which the checkpoint immediately after the entrant's present position closes, whichever occurs first.

### 11.1.7 DISQUALIFICATION

11.1.7.1 The state of being disqualified. An official event result assigned to entrants for certain violations of the rules. Disqualification results in the entrant being ineligible for any points, purse, prize, or contingency related to the event in which they are disqualified. Entrants who are disqualified receive no finishing time, score, or placement for the event in which they are disqualified. Disqualification may be decided post-event by the CRB or, for certain grievous infractions, may be assigned immediately and automatically to an entrant by the Executive Director, Event Director, or Race Director, at the discretion of Ultra 4 Racing Australia The latter case is known as automatic disqualification.

### 11.1.8 DNF

11.1.8.1 Not Finish – The official event result assigned to entrants that do not complete the course/event or do not complete the course/event within the maximum allowable time.

### 11.1.9 DNS

11.1.9.1 Not Start - The official event result assigned to entrants that do not start the course/event, whether unable to or prohibited from doing so by regulation or ruling.

### 11.1.10 DRIVER OF RECORD

11.1.10.1 A person who is listed on the official Ultra 4 Racing Australia documents as the main operator of a vehicle during the event. The Driver of Record must sign all Ultra 4 Racing Australia's forms and is responsible for any taxes that may be incurred from prize money resulting from event purse, prizes, or contingency. The Driver of Record must be at least 18 years of age at the start of an event, and must be at the controls of the vehicle at the start or finish of any Ultra 4 Racing Australia event in which they are listed as such. The Driver of Record must sign all entry and release forms in person during the normal registration time.

#### 11.1.11 DRIVERS' MEETING

11.1.11.1 A pre-competition meeting chaired by the Directors at which critical and specific event information is provided to competitors. Attendance at the drivers' meeting is compulsory.

#### 11.1.12 ENTRANT

11.1.12.1 An entity competing in an event and consisting of a registered vehicle, a registered Driver of Record, and from zero to three registered Co-drivers.

#### 11.1.13 EVENT

11.1.13.1 A contest or competition between competitors driving vehicles.

#### 11.1.14 EXCESSIVE/ABUSIVE NERFING or BUMPING

11.1.14.1 Deliberately contacting another vehicle with the intent to damage, disrupt, or upset that vehicle or its occupants. Deliberately contacting another vehicle with willful disregard for the safety of the other vehicle's occupants or the integrity or condition of the other vehicle or possible damage that such contact may cause to the other vehicle.

#### 11.1.15 FINISH OF THE EVENT

11.1.15.1 The finish of the event is defined as the time at which the last competitor completes the course/event or crosses the finish line; or the time at which the finish line/last checkpoint closes, whichever occurs first.

#### 11.1.16 ULTRA 4 RACING AUSTRALIA

11.1.16.1 Is an organisation for the purpose of organizing, producing, and promoting off-road motor sports events, races, and films. Ultra 4 Racing Australia is the promoter of the King of the Hunter race.

#### 11.1.17 ULTRA 4 RACING AUSTRALIA RULEBOOK

11.1.17.1 The manual published by Ultra 4 Racing Australia containing the rules for the conduct of, and participation in, Ultra 4 Racing Australia events.

#### 11.1.18 IMPOUND

11.1.18.1 A specific place, with restricted access, to be used for the purpose of the pre-race and/or post-race inspection of a vehicle.

#### 11.1.19 INFRACTION

11.1.19.1 Failure to comply with, adhere to, obey, or carry out any rule, regulation, practice, procedure, requirement, or specification contained in the Ultra 4 Racing Australia Rulebook, including any Special Rules



or Supplementary Regulations.

11.1.19.2 KING OF THE HUNTER - An Ultra 4 Racing Australia's race

11.1.20 KOH

11.1.20.1 An abbreviation of "KING OF THE HUNTER".

11.1.21 NERFING or BUMPING

11.1.21.1 Deliberately contacting another vehicle.

11.1.22 OG13

11.1.22.1 The original competitors in the inaugural King of the Hunter race in 2007. The OG13 are given full access to participate in any or all future King of the Hunter races without first having to qualify or otherwise earn a position in said race.

11.1.23 OUTSIDE ASSISTANCE

11.1.23.1 Any physical act, action, or other help received by any entrant from any person who is not a registered member of that entrant, other than in designated pits.

11.1.24 PARTICIPANT

11.1.24.1 Any person, in any capacity, taking part in a Ultra 4 Racing Australia event. Competitors, their crew members and support personnel, and team's sponsors are all participants.

11.1.25 PIT CREW

11.1.25.1 A crew member, or members, who specifically work in the pits during an event.

11.1.26 PURSE

11.1.26.1 Prize money awarded in accordance with the specific guidelines for a particular event. Event purse shall be announced at drivers' meeting and be paid out following event.

~~11.1.27 QUALIFIER~~

~~11.1.28~~

11.1.29 RACE

11.1.29.1 A contest of speed and/or endurance, against the clock and/or other vehicles. A race is a specific type of event.

11.1.30 RED CARD

11.1.30.1 A ticket, token, card or other device provided to each driver before the event which they may use to report a violation of the rules that they witness or to file a grievance with the Directors or CRB.

11.1.31 RULES

11.1.31.1 Rules, regulations, specifications, and guidelines published in the Ultra 4 Racing Australia Rulebook for the purpose of ensuring the safe, fair, and orderly conduct of races and other events.

#### 11.1.32 SHORT COURSING

11.1.32.1 Any deviation from the marked course for any reason other than passing, providing said passing takes place in an approved location along the course.

#### 11.1.33 SPECIAL RULES

11.1.33.1 Rules issued by Ultra 4 Racing Australia to account for conditions presented by the location of the event or race, the condition of the course or any other circumstance.

#### 11.1.34 STAND-ALONE EVENT

11.1.34.1 An event promoted independently by Ultra 4 Racing Australia without the cooperation or collaboration of any other sanctioning or promotion company or body.

#### 11.1.35 START OF THE EVENT

11.1.35.1 The start of the event is defined as the time at which the drivers' meeting begins.

#### 11.1.36 SUPPLEMENTARY REGULATIONS

11.1.36.1 Rules set forth by Ultra 4 Racing Australia that are supplemental (in addition) to the rules contained in the Ultra 4 Racing Australia Productions Inc. Rulebook, or that amend, suspend or modify existing rules and regulations. Supplementary Regulations apply to a specific event, race, venue, or time and place.

#### 11.1.37 TEAM

11.1.37.1 A person or persons, identified by a team name, and associated with a particular, specific, and registered Driver of Record and a vehicle that bears an official entrant number, constitute a team. Often a team will be composed of a Driver of Record, Co-driver(s), various crew, and possibly sponsor representatives. However, in the case of a single-seat race vehicle, it is possible that a single person, (the Driver of Record) and a registered vehicle constitute the whole team.

#### 11.1.38 TECHNICAL RULES

11.1.38.1 Those rules, regulations, and specifications set forth in the Ultra 4 Racing Australia Rulebook that govern the technical, design, and equipment requirements for vehicles, competitors, pit crews and support crews competing in Ultra 4 Racing Australia events.

#### 11.1.39 UNSPORTSMANLIKE CONDUCT

11.1.39.1 Conduct incompatible with internationally accepted general principles of fair play and sportsmanship, as judged by Ultra 4 Racing Australia