



Rules & Regulations

From January 2017

Pembrokeshire Mudslingers 4x4 Club

Club Members Rules

VEHICLE RULES & REGULATIONS – Pembrokeshire Mudslingers 4x4 Club

1. Vehicles must have drive to all four wheels.
2. Vehicles to have a minimum wheelbase of 58 inches.
3. Vehicles of more than 2.25 tons (unladen weight) will be excluded.
4. All doors and seats must be securely fastened.
5. Fireproof bonnet must be in place and fixed securely.
6. All body panels must be securely fastened.
7. All bulkhead panels must be in place, as must the floor and transmission covers.
8. Any modifications to the panel work must not leave the transmission exposed.
9. If a spare wheel is carried it must be securely fixed.
10. All loose items inside the vehicle must be restrained or stowed securely.
11. The exhaust system may be altered but must not pass through the passenger compartment. Any exposed parts must be guarded. The system should provide adequate silencing.
12. The steering wheel must be full circumference, securely fitted and be of sound construction. It is recommended that the rim outside diameter should not be less than 13 inches. Steering should be effective on the front axle only, except in class 5.
13. No dual wheels allowed.
14. No wheel spacers to be fitted.
15. The minimum permissible Tyre Pressure is 10psi.
16. Maximum wheel size: NO LIMITATION within our club.
17. NO cut tyres allowed in any class.
18. Chains and studded tyres are not allowed.
19. Fuel tanks must be securely fixed in place with metal fixings.
20. Fuel breather must have NRV fitted (non return Valve)
21. There must be a fireproof bulkhead or cover between the tank and the passenger compartment.
22. Tanks must be of sound construction and have a leak proof cap to contain any fuel in the event of a roll.
23. Batteries must be securely fixed with a metal clamp and must have spillage caps fitted. The live terminal MUST be covered with an insulating material. If the battery is moved from the original location in the vehicle it must be sealed to prevent any spillage in the event of a roll.
24. The Earth terminal of the battery MUST be marked with Yellow tape or paint.
25. Battery isolator (kill switch) to be fitted to all vehicles & when operated, must stop the engine. To be fitted below windscreen on drivers side.
26. All vehicles must be fitted with a minimum 1.5kg foam Fire Extinguisher & be accessible by the driver from his/her seated position. Extinguishers must have an annual inspection.
27. A secondary return spring MUST be fitted to each carburetor or injection pump spindle to close the throttle in the event of any leakage or failure.
28. In all classes, the handbrake must operate efficiently.
29. Operation of the footbrake should be effective on all four wheels, with the exception of Class 5 where effective footbrake operation to the front wheels alone is allowed. This is only if the vehicle has a secondary braking system available to the rear wheels via a "fiddle brake" mechanism or other similar mechanism.
30. Adequate towing points MUST be fitted to the front and rear of ALL competing vehicles. Any tow jaws, ball hitches, etc. that are designed to be bolted must be mounted securely using suitable high tensile bolts. The correct specification for these bolts is 8.8+ or equivalent. Any fabricated towing points are subject to the approval of the Scrutineer. Closed towing hitches are strongly recommended. SHACKLES ARE NOT TO BE USED.
31. All vehicles MUST carry a towrope of adequate strength with a spliced soft eye at both ends. Knotted ropes are not permitted.
32. Hemp & Wire rope is not recommended.
33. An electrically operated starter is mandatory, which can be operated from the driver's seat.
34. ALL vehicles must have a fully operational reverse gear.
35. ALL vehicles in every class MUST have an M.S.A. specification full roll cage fitted. All non- manufacturer's roll bars must comply with M.S.A. specifications. (See MSA handbook for details)
36. Seat belts must be fitted to all vehicles. The minimum requirement for class 1 & 2, is a lap strap. All other classes require a full 3/4/5 or 6-point safety harness that is to be worn at all times in the correct manner.
37. A mesh or screen is required on front of all vehicles & window frames to be erect at all times.
38. GATE WIDTH: Minimum 10' (feet) wide.
39. Horns to be fitted to all vehicles. Lights are NOT essential.
40. If fitted, door windows to be lowered/opened during sections.
41. All drivers must possess a valid driving license.
42. Passengers: All passengers MUST be a CLUB MEMBER, signed in & be stamped. Minimum age is 14.
43. Eligible vehicles are permitted a single "SHUNT" "per section. If required, the shunt must be nominated before starting.
44. The decision of the "Clerk of Course" is final.
45. A minimum of a tin roof is recommended in addition to the mandatory roll cage. Open top vehicles are not permitted.
46. Helmets are not required.
47. Any infringement of the Rules & Vehicle Class regulations may render the driver liable to disqualification from the meeting and further action may be taken, at the discretion of the committee.
48. Drivers must set up/assist on at least 1 trial annually.
49. Vehicles are scrutineered at each meeting. Failure to comply with the rules & regulations will result in the vehicle being "Black Booked". Vehicle may be able to participate at scrutineers discretion. (see Definition)



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VEHICLE CLASSES – Pembrokeshire Mudslingers 4x4 Club

Vehicle Class Overview.

Class 1: STANDARD VEHICLE - up to 86 inches.

Class 2: STANDARD VEHICLE - over 86 inches.

Class 3: MODIFIED VEHICLE - up to 86 inches.

Class 4: MODIFIED VEHICLE - over 86 inches.

Class 5: SPECIALS - Any wheelbase.

Class 6: MODIFIED+ - Any wheelbase.

Vehicle Class Regulations.

Class 1 & 2 – Standard Vehicle.

- ☐ Vehicles are allowed to have power steering if originally fitted. (no retro fit allowed)
- ☐ Tyres must be approved for road use. No Cut, Open Block or Dumper tyres allowed.
- ☐ A FULL width steel bumper must be fitted to all vehicles.
- ☐ Vehicles must have suspension and shock absorber mountings in their original positions on the chassis and axle. Mild modifications will be allowed (up to +2" lift, and dislocators).
- ☐ Steering should be as original unless parts of a similar model, made by the same manufacturer, are used. The general design and layout of the system must however, remain as original.
- ☐ Vehicles must not use ANY form of traction aiding device, be it mechanical or electrical. This also includes welded differentials. If a vehicle has axle differential locks fitted as standard by an approved manufacturer, they MUST NOT be used in this class.

Class 3 & 4 – Modified Vehicle.

- ☐ No dumper or open block type tyres can be used. Non-standard power steering will be allowed.
- ☐ No fiddle or independent brakes or skid steering are allowed.
- ☐ Bumper is not essential.
- ☐ Bodywork modifications are allowed to M.S.A. "Competitors' and Officials' Yearbook" (Blue Book) standards.
- ☐ ALL bodywork must be in good condition & securely fitted.
- ☐ Vehicles must not use ANY form of traction aiding device, be it mechanical or electrical. This also includes welded differentials. If a



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vehicle has axle differential locks fitted as standard by a manufacturer, they MUST NOT be used in this class.

Class 5 – SPECIALS

- ☐ Any form of differential lock, including limited slip differentials and electrical traction devices, can be used. Welded differentials are also permitted.
- ☐ Fiddle brakes, independent brakes, four wheel steering and skid steering can be used.
- ☐ Unlimited modifications are allowed, but these must be individually scrutineered and discussed by the Club Scrutineers and Committee.
- ☐ Cut, Dumper & Open Block tyres are allowed, subject to the Landowner's agreement.
- ☐ In all cases the Club scrutineers and Committees decision on the class eligibility will be final.

Class 6 – MODIFIED+ -

- ☐ Cut, Dumper & Open Block tyres are allowed subject to the landowner's agreement.
- ☐ Non-standard power steering will be allowed.
- ☐ No fiddle or independent brakes or skid steering are allowed. Bumpers are not essential.
- ☐ Bodywork modifications are allowed to M.S.A. "Competitors' and Officials' Yearbook" (Blue Book) standards.
- ☐ ALL bodywork must be in good condition & securely fitted.
- ☐ Any form of differential lock, including limited slip differentials and electrical traction devices, can be used. Welded differentials are also permitted.
- ☐ In all cases the Club scrutineers and Committees decision on the class eligibility will be final.

GENERAL NOTES

The club is reliant on members competing within the spirit of the classes and being honest, open and complying with all rules and regulations set by the club.

With vehicle technological advances being constantly developed and updated, any modifications to vehicles, not referred to in the vehicle classes, should be notified to the Committee for a decision as to eligibility.

The principle of the classes is that every vehicle, competing in the same class, should have similar equipment. This is so that everyone is competing on a level playing field and has no "hidden" technological advantage. This is so that the ability of the vehicle to negotiate a section is reliant on a known vehicle configuration and primarily the driver's ability.

The vehicle classes allow new and younger members to compete on an equal footing, where the machinery used is concerned. In allowing a proliferation of additional equipment to be fitted, or used on vehicles, it would increase the cost of preparing a vehicle and, for those that are unable to afford the technology, place them at an obvious disadvantage. This could result in loss of members or difficulty in attracting new members.

The reason that we have class 5 vehicles is for members to use and experiment with new vehicle and tyre technology. This is really where anything goes, following a scrutineering and committee approval proviso.

In all instances where the "Competitors' and Officials' Yearbook" is cited, this refers to the up to date version of the Motor Sports Association's annual publication, which is modified and updated every year. Relevant changes made by the M.S.A. to the guidelines set out in this publication



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will be discussed at Official Club meetings, but the underlying responsibility falls on the individual competitor to be aware of, and to act on, any such changes in order to remain eligible to compete.

DEFINITIONS

Differential Locks

This can be limited slip (mechanical or viscous), torque biased, locking or fixed axle. All of these "lock" the differential either by being fitted as a locked unit, by manual selection for operation, or automatically, as in the case of a limited slip differential. A limited slip differential can be mechanical or viscous. Both rely on increase in rotation speed to deliver torque through a clutch or fluid to lock the differential.

Shunt

Vehicles of 88" + over - leaf sprung, & 100" + over - coil sprung, are entitled to one shunt per section. This MUST be called at the start of each section if required. The driver must have attempted and failed to make the turn before using their nominated shunt. Nominated shunts will not be given if traction has already been lost. The Maximum permissible reverse travel allowed for nominated shunts is 1.5 vehicle length.

Black Book

The "Black Book" was introduced to give drivers an opportunity to bring their vehicles up to the standards set by the club. Vehicles that do not conform to the clubs rules & regulations MAY be allowed to participate at the event depending on the severity of the offence. Vehicle faults, entered in the "Black Book", MUST be repaired/rectified BEFORE the vehicle is allowed to participate in its next event. The Scrutineers decision on vehicle safety is non-negotiable, final & over rules the committee & Clark of Course.