

Remit #1 Votes "Exercised"

Proposed by Daniel Howat

Standing Orders: Section 19 (a) & (b)

19) ALTERATIONS TO STANDING ORDERS AND/OR COMPETITION REGULATIONS

(a) Alterations to Standing Orders may only be made at General Meeting by resolution carried by a not less than two-thirds majority of the votes exercised by Members.

(b) Alterations to Competition Regulations may be made either by postal ballot, email ballot, or at General Meeting. In either case, resolution must be carried by a not less than two-thirds majority of the votes exercised by Members.

Change to:

(a) Alterations to Standing Orders may only be made at General Meeting by resolution carried by a not less than two-thirds majority of the votes **submitted** by Members.

(b) Alterations to Competition Regulations may be made either by postal ballot, email ballot, or at General Meeting. In either case, resolution must be carried by a not less than two-thirds majority of the votes **submitted** by Members.

Reason:

To clarify some confusion at the start of the year over the interpretation of the word "exercised". Remit is to avoid any future drama over rules put through via email ballot.

Remit #2 Quorum for Voting and email Ballots

Proposed by Daniel Howat

Standing Orders: Section 14 (c) & Section 16

14 (c) "The quorum of all general meetings shall consist of fifteen Members present."

16) POSTAL BALLOT OR EMAIL BALLOT

Any item of business other than amendments to the Standing Orders, may at the discretion of the Executive, be referred to a postal ballot or email ballot. The Secretary shall despatch to each Member, details of the motion to be decided, together with a ballot paper. The closing date for return of ballot papers shall be not less than 28 days following their date of despatch.

Change to:

14 (c) "The quorum of all general meetings shall consist of **fourteen** Members present."

16) POSTAL BALLOT OR EMAIL BALLOT

(a) Any item of business other than amendments to the Standing Orders, may at the discretion of the Executive, be referred to a postal ballot or email ballot. The Secretary shall despatch to each Member, details of the motion to be decided, together with a ballot paper. The closing date for return of ballot papers shall be not less than 28 days following their date of despatch.

(b) The quorum of all postal or email ballots shall consist of fourteen Members submitted responses.

Reason:

To bring the rules inline with the NZFWDA's quorum of 14 members, as well as making it clear how many responses are needed for email ballots without having to refer back to rule 14 c.

Remit #3 Minimum Requirements for Seat Belt Mounting

Proposed by Daniel Howat

6.11 Mandatory Vehicle Requirements B)

b) Seat belts for driver and co-driver.

A full harness seat belt with a 4 point mounting is the minimum requirement. Seat belts must be a factory made harness system providing over shoulder and thigh restraint and crutch (minimum of 5 belts), with a single clasp (preferably of lever action). Seat belts must be in good condition i.e. no signs of damage in seat belt material such as significant sun fading/hardness, cuts and fraying. Seat Belt mounting points to be as per the belt manufacturers recommendations for the seating position adopted and must be worn correctly. Onus is on competitor to provide documentation to support

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Change to:

A full harness seat belt with a 4 point mounting is the minimum requirement. Seat belts must be a factory made harness system providing over shoulder and thigh restraint and crutch (minimum of 5 belts), with a single clasp (preferably of lever action). Seat belts must be in good condition i.e. no signs of damage in seat belt material such as significant sun fading/hardness, cuts and fraying.

Seat Belt mounting points to be as per the belt manufacturers recommendations for the seating position adopted. Onus is on competitor to provide documentation to support.

Where no documentation is available or provided, the seat belt mounting points must follow the SFI Foundation Seatbelt Installation Guide* For Upright Seating (Up To 25°Recline Seat Back Angle)

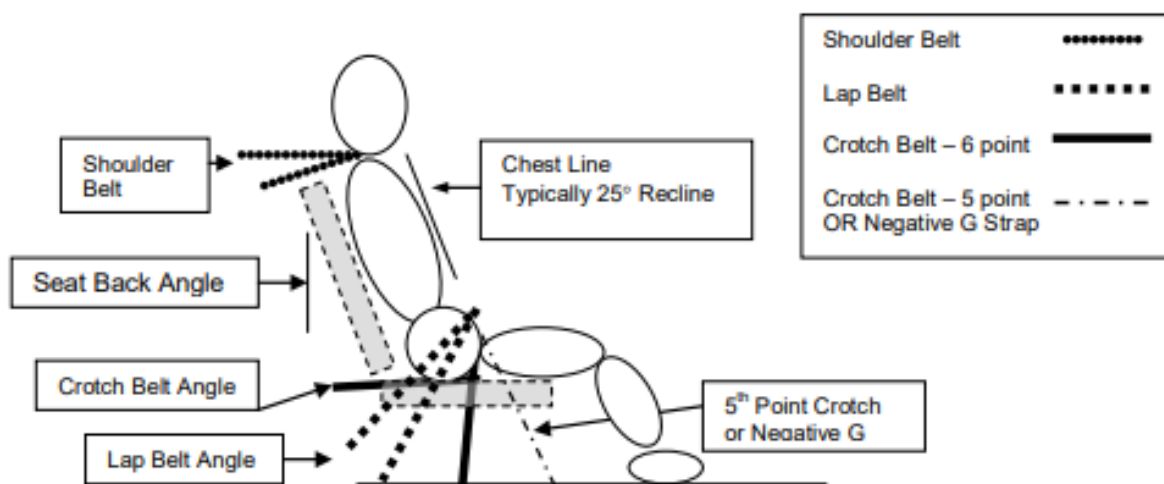
Also see next 3 pages

Reason:

So people are safe! I was shocked to see some vehicles competing at Round 1 with seat belts mounted incorrectly putting strain on competitors backs. This is something the sport tackled hard 7 years ago when the SFI guidelines were introduced to stop this from happening. Since then, the guidelines have been removed from the rulebook and the problem has come back. A new set of belts from Cardwells come with these guidelines and 95% of vehicles currently competing are setup as per these guidelines.

The purpose of this remit is to ensure that returning or future competitors have a minimum requirement to follow so they do not put themselves at any unnecessary risk of injury.

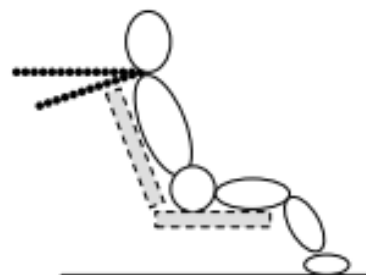
***IMPORTANT NOTICE:** The purpose of this guide is to provide motorsports vehicle drivers, owners and mechanics with additional information on seatbelt installation. This guide is for informational purposes only and in no way should it be construed to be an express or implied warranty of safety or guarantee that Driver Restraint Systems mounted in accordance with this guide will prevent any injury, systems failure, property damage, or death. Participation in motorsports carries with it the risk of serious injury, property damage and death at all times regardless of which driver restraint systems are used. This informational guide does not supersede or replace product manufacturers' installation instructions or sanctioning body rules and requirements. This guide applies to Driver Restraint Assemblies which pertain to the SFI Specification 16.1 and SFI Specification 16.5 compliance programs. Prior to any seatbelt installation or installation modification, consult with the motorsports vehicle builder, seatbelt manufacturer, and sanctioning body. At all times the driver and vehicle owner have prime responsibility for the safe installation and use of seatbelts.



SHOULDER BELTS

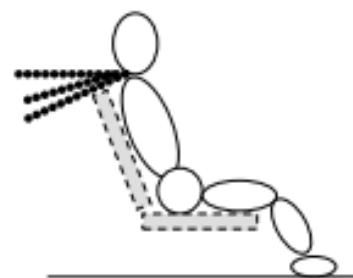
Shoulder Belt Angle: 0 to -20° (-10° optimum) from horizontal

- Clear passage of webbing from top of shoulder (or head and neck restraint) back to the harness bar or mounting point without any interference of the seat openings
- Belts should be as short as possible back to the mounting points

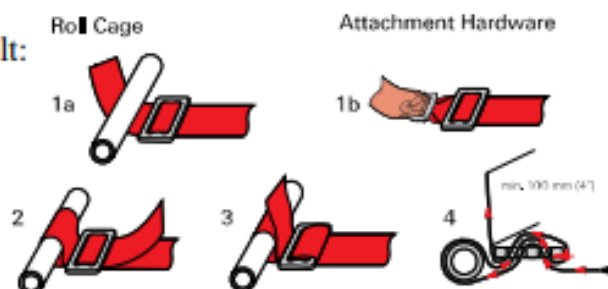


Double Shoulder Belt (Over/Under Belt):

- Upper belt (2" belt) 0 to -10° (-10° optimum)
- Body belt (3" belt) -10 to -30° (-20° optimum)
- Separation between upper and lower belt 1" to 2"
- Upper belt mounted to line up with the inside edge (closer to the neck) of the Body belt



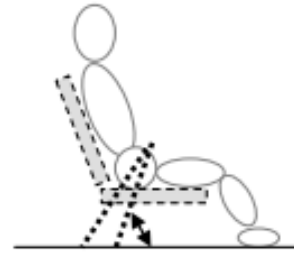
Proper Wrap of Shoulder Belt:



LAP BELTS

Lap Belt Angle: -45° to -80° from the horizontal

- Belt should ride within the curvature of the pelvic bone preferably just below the iliac crest
- There should be clear passage through the seat opening without webbing being corded or binding on edges of seat openings with a direct path to the mounting point
- The webbing should not ride against any hardware such as seat mounting brackets, bolts, or tabs
- Lap belt adjusters should be clear of the seat openings. Pull-up adjusters if outside the seat opening should be a minimum of 2" below the opening when the lap belt is tightened
- Belts to the mounting point should be as short as possible mounted beside the seat and never behind the seat
- Lap belt should be allowed to pivot freely at the mounting point
- Webbing should be allowed to pull on hardware in plane (straight)



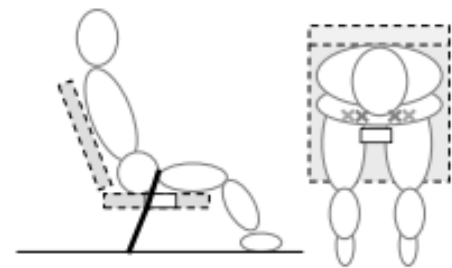
Position of the Cam Lock or Latch and Link

- Centered on the body 1 to 2 inches below the belly button when all belts are tightened

CROTCH BELT – 6-POINT

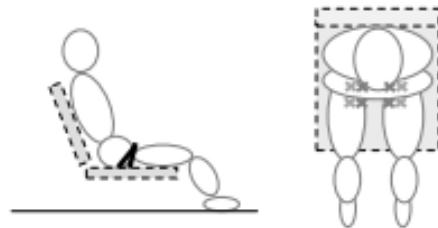
Sports Car “Shell Type Seat” and aluminum seats with single crotch belt hole forward of the inside seat back from 10 to 12 inches: *(NOTE: Seats with a single hole positioned more than 12 inches from the inside seat back are designed for 5 point belt installations and may not be as effective for 6-point installations):*

- Crotch Belt Angle: -20° (2" rearward) through the hole
- Two separate anchors 4 to 6 inches apart (x)



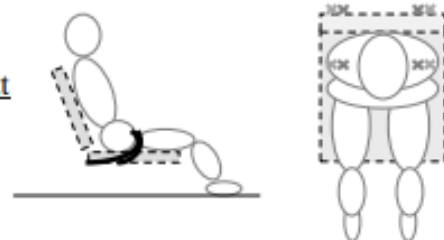
Containment Seats with Crotch belt mounting directly to seat bottom OR through holes provided at the back of the seat bottom: *(Driver is sitting on the Crotch belts)*

- Crotch Belt Angle -10° to -20° from the perpendicular just in front of the crotch with anchors 4 to 6 inches apart (x)



OR

- Crotch Belt Angle Horizontal rearward to under the butt or to the back of the seat (x)



Option (typically for single-seat wide cockpits):

Crotch Belt mounting to the front side of the outboard lap anchors. (Option not illustrated)

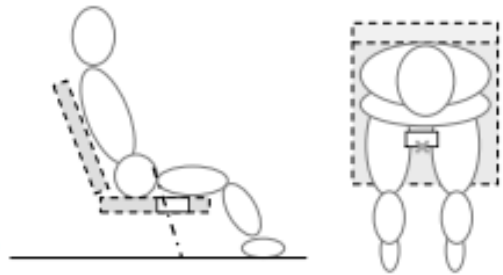
Considerations:

- Routing of crotch belts should have a clear and unobstructed path to the mounting point

CROTCH BELT – 5-POINT

Sports Car “Shell Type Seat” and aluminum seats with single crotch belt hole forward of the inside seat back from 11 to 13 inches:

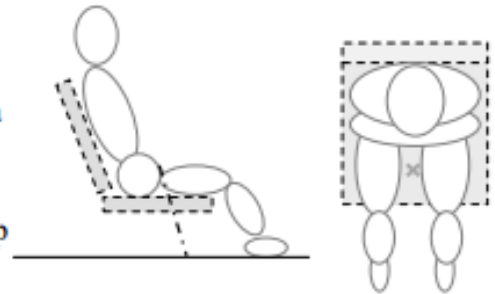
- Crotch Belt Angle: Chest line to 20° through the hole
- Crotch Belt should never wrap around the front of the seat – there should be a pass through
- Crotch belt is used only to maintain position of the lap belt



NEGATIVE G BELT – (7TH POINT)

Negative G Strap Angle: 20° to 25° (Chest line extension on a 25° seat back angle)

- Used in conjunction with a 6-point crotch belt system as an additional point to maintain the position of the lap belt in “Negative G” i.e. rollovers



Remit #4 Fire Protective Clothing Tidyup

Proposed by Daniel Howat

9.2 CREW RULES E)

Fire protective clothing, it is compulsory that all competitors wear fire resistant or fireproof undergarments or overalls to cover your body from your neck to your ankles. This can exclude your head, hands and feet.

Fire protective clothing is defined as "garments made from purpose designed fabrics with 'built in' self-extinguishing properties".

Fire retardant overalls are acceptable.

The material must be identified on the manufacturers' label. These can include Nomex, Carbon X, Proban, ProTek, Pyrovatex, Aramid fibres or certified to standards FIA 8856-2000, FIA 8856-2018, SFI 3.2A/5 (race suits), SFI 3.3A/5, or a CAL rating of 19.

Competitor can stack layers to achieve required ratings e.g. a single layer suit to SFI 3.3A/3 + under wear of SFI 3.2A/1 gives same level of protection.

Change to:

Fire protective clothing, it is compulsory that all competitors wear fire resistant or fireproof undergarments or overalls to cover your body from your neck to your ankles. This can exclude your head, hands and feet.

Fire protective clothing is defined as "garments made from purpose designed fabrics with 'built in' self-extinguishing properties".

Fire retardant overalls are acceptable.

The material must be identified on the manufacturers' label. These can include Nomex, Carbon X, Proban, ProTek, Pyrovatex, Aramid fibres or certified to standards FIA 8856-2000, FIA 8856-2018, **SFI 3.2A/1** (race suits) & SFI 3.3A/5

Reason:

Tidy up to allow the use of single layer race suits as currently accepted into the rules.

Remove mention of "cal rating of 19" as it contradicts the lesser cal ratings of other types of clothing which are accepted. With single layer race suits accepted there is no need for the final sentence about stacking layers (which also has the standards for race suits and underwear the wrong way around)

Remit #5 Exhaust Systems

Proposed by Nathan Fogden

Current Rule

6.11 / All Vehicles Must Have the Following...

M) an efficient muffler, or spark arrestor.

Change to

M) An exhaust system that exits at the rear end of the vehicle (ie over 2/3 vehicle length) in a horizontal or less than 45 degree downturn and must contain a suitable muffler / spark arrestor to reduce risk of sparks

Reason:

Over the last few seasons there has been increased emphasise on personal fire protection / extra fire extinguishers, focus on line fittings etc however I am concerned that we are not doing enough to reduce the risk of an on course / or in Pits grass fire at one of our events. Typically we rally in the dryer times of the year and with any breeze a rapid spreading grass fire would quite possibly get out of hand very quickly on a rank grass hill and imagine the carnage in a dry pit area with one exit gate in the worst case scenario?

It has also become increasingly more prevalent in recent years for some competitors to run basically a manifold dumping onto the ground as the current rule allows which was not common 15-20 years ago

Remit #6 Series Placings

Proposed by ENCC.

Change:

1.4 QUALIFICATION FOR NATIONAL SERIES PLACINGS

A) The ENCC shall determine the number of trials from which eligibility for National and Zone Championship awards or placings shall derive, and the number of trials to be counted towards a National and Zone placing.

To:

1.4 QUALIFICATION FOR NATIONAL SERIES PLACINGS

A) To be eligible for the National Championship awards or placings, a competitor must be deemed a finisher in at least three National events. The number of trials that are counted for end of season placings for national championship shall be one less than the number of trials ran in that season. (e.g. best 5 from 6)

B) To be eligible for the Zone Championship awards or placings, a competitor must be deemed a finisher in at least two Zone events. And the number of Trials that are counted for end of season placings for zone championship shall be the number of trials ran in that zone. (e.g. best 3 from 3)

Reason:

Going back to the old rules that have been lost, it was intended this procedure would continue but could be altered by ENCC if needed, but this got lost when rules were updated.

Current rules don't specify when the ENCC determines these (Though it was intended it was before a season) and this lays out a clear rule where everyone knows what to expect for an upcoming season.

Remit #7 Pandemic

Proposed by ENCC.

Insert:

1.4 QUALIFICATION FOR NATIONAL SERIES PLACINGS

C) 'Pandemic Clause' is triggered if 10% or more competitors cannot attend one or more national trial because of a 'significant international/national event' beyond their control (eg. A pandemic and lockdown). The number of trials that are counted for end of season placings for national championship shall be one less than the number of trials that **all** competitors were able to attend if they so wanted. (e.g. best 4 from 6 if one impacted). And the number of zone events that are counted for end of season placings for zone championship shall be the number of zone trials that **all** competitors were able to attend if they so wanted. (e.g. best 2 from 3 if one from that zone impacted).

Reason:

We currently don't have any formal guidelines or rules on what to do in a pandemic, this will put it in writing and give us a rule to follow...

Remit #8 Graded Sections

Proposed by ENCC.

Insert:

8.3 GRADED SECTIONS

C) Boundary pegs on a graded section may be ungraded but must have matching red/yellow pairs.

Reason:

We currently ask clubs to do this anyway, to stop complaints by competitors, but it's currently not in the rulebook.

Remit #9 Stewards

Proposed by ENCC.

Change:

9.1 TRIALS RULES

E) c) No competitor shall attempt any one observed section more than once, unless specifically instructed to do so by the Clerk of the Course.

To:

E) c) No competitor shall attempt any one observed section more than once, unless specifically instructed to do so by the **stewards or** Clerk of the Course.

Reason:

Stewards are there to help run events, not just Clerk of Course

Remit #10 Scoring

Proposed by Dogg

Insert:

9.4 E) SCORING

f) A section maybe removed from results, if seriously damaged or missing Marshal cards means the National Scorer cannot confidently provide the results. No performance by any competitor on that section shall be counted in the results.

Reason

Mistakes can happen with marshals cards, and some courses can't be used to double check Drivers cards like they need to be, therefore unfair scores are possible. We do our best to fix all inaccuracies, but some cannot be properly remedied, the only fair thing is to pull that course.

Remit #11 Scoring Issues

Proposed by ENCC

Change:

9.1 E TRIALS RULES

- a) Once the course has been set and approved by the Stewards, there shall be no changes to any section, or any sections added, or removed, except sections may be removed when closed for safety or other reason **(except 9.1 E) e))** by order of the Stewards or the Clerk of the Course. Any number of sections can be closed on the day of the rally.

Change to:

- a) Once the course has been set and approved by the Stewards, there shall be no sections added, or removed. However, sections may be closed for safety or environmental reasons by order of the Stewards or the Clerk of the Course. A section maybe also be closed for serious scoring inaccuracies by joint decision as per 2.3 D. Any number of sections can be closed on the day of the rally.

- Remove mention of "except 9.1" which is confusing.

AND e) Once the first vehicle has attempted a section, it cannot be closed due to incorrect initial peg placement; Stewards or the Clerk of the Course may only close a section for safety reasons.

Change to:

e) Once the first vehicle has attempted a section, **there can be no changes to that section**, and it cannot be closed due to incorrect initial peg placement.

Reason:

If previous remit goes through, this just corrects the other place in rulebook that pulling courses is mentioned and reflects what happens now. Make it less confusing and reflect what happens now

Remit 12 Scrutineering

Proposed by ENCC.

Insert:

4.1 ENTRIES

F) All vehicles will be checked at Scrutineering for all items (as applicable) listed on the Scrutineering Sheet, in addition to any other scrutineering requirements and must pass before being permitted to compete.

Change to:

F) All vehicles will be checked at Scrutineering for all items (as applicable) listed on the Scrutineering Sheet, in addition to any other scrutineering requirements and must pass before being permitted to compete. Any new or significantly altered (seats, rollcage etc) truck MUST attend official event scrutineering of their first event of the season.

Reason:

Being scrutineered the morning of the event can be rushed or only have one scrutineer present, New or significantly altered trucks need to be thoroughly checked over (head clearances, Fire garments etc) and should be weighed. Scales are not always still set up in the morning of the event or there may be no suitable flat concrete to do so in the pits.

This also allows overnight changes to be made if needed before the event (eg seatbelt mountings or support bar behind seats)

Remit #13 Ground Sheet

Proposed by ENCC

NEW

9.1 TRIALS RULES

L) Competitors must use a ground sheet under their truck larger than truck footprint when in the Pits or camping areas

Reason: required at most events and should be done to protect the environment. Stops Host clubs having to ask.

Remit #14 Affiliation

Proposed by Rachel Lobb

4.1 ENTRIES

G) All competitors must be affiliated members of NZFWDA.

Change to:

4.1 G All competitors must be **current** affiliated members of NZFWDA.

Reason: tidy up rule book to make it clear current affiliation required

Remit #15 Driver Experience

Proposed by ENCC

NEW

5.2 COMPETITION LICENSES

d) Drivers must have confirmation from their club committee regarding driving standard and motorsport experience. The ENCC reserves the right to check on Driver's experience or refuse license application if Driver does not have sufficient experience.

Reason: need to ensure that new Drivers have sufficient experience to compete in this sport for their and others' safety. Many Club Committees are not involved in Trialling, so some extra checks maybe required.

Remit #16 Affiliation 2

If remit 15 passes this one

Proposed by Rachel Lobb

5.1 DRIVERS AND CO-DRIVERS

A) All competitors entering National/Zone Series events must be Affiliated Members of the NZFWDA. Drivers must have confirmation from club committee regarding driving standard.

Change to:

5.1 DRIVERS AND CO-DRIVERS

A) All competitors entering National/Zone Series events must be **current** Affiliated Members of the NZFWDA.

Reason: tidy up rule book to make it clear current affiliation required and remove 2nd sentence inline with remit above

OR if remit 15 fails this one

Proposed by Rachel Lobb

5.1 DRIVERS AND CO-DRIVERS

A) All competitors entering National/Zone Series events must be Affiliated Members of the NZFWDA. Drivers must have confirmation from club committee regarding driving standard.

Change to:

5.1 DRIVERS AND CO-DRIVERS

A) All competitors entering National/Zone Series events must be **current** Affiliated Members of the NZFWDA. Drivers must have confirmation from club committee regarding driving standard.

Remit #17 Affiliation 3

Proposed by Rachel Lobb

Change to:

5.1 DRIVERS AND CO-DRIVERS

H) Organisers must check that all entries received for any event comply with 4.1 G

Reason: Host Clubs do not check competitors' affiliation. This is done as part of License approvals in SWAN by Treasurer.

Remit #18 Top 3

Proposed by Rachel Lobb

5.1 DRIVERS AND CO-DRIVERS

E) The Competition Licence numbers shall be issued numerically as applications are accepted. You may retain the same number in consecutive seasons by reapplying before the expiry date of the licence.
The number "1", "2" and "3" plate shall be reserved for the overall champion and must be displayed for the oncoming season

Change to:

E) The Competition Licence numbers shall be issued numerically as applications are accepted. You may retain the same number in consecutive seasons by reapplying before the expiry date of the licence. The truck number is the Driver's license number
The number "1 - 5" plate shall be reserved for top 5 national places to use if they want for the upcoming season e.g. NZ1.

Reason: it is hard to achieve top 3 placing, so we should extend to top 5 which is still a great achievement. Also remove confusion around Truck numbers.

Remit #19 Non Graded Sections

Proposed by Neville Mather

9.3 SECTION RULES

NEW C) d) In a non-graded section, failure of a vehicle to maintain unassisted motion in the direction of the course, will be regarded as failure to comply with the requirements to proceed non-stop and maximum points will apply regardless of point of failure.

Reason: rule missing for non graded sections that are covered for other sections. Resolve some of the confusion in marshalling these hazards.

Remit #20 Non Graded Section 2

Proposed by Neville Mather

9.3 SECTION RULES

NEW D) d) In a non-graded section, a vehicle will be deemed to have completed when the leading wheel hub centre is past the blue pegs at the end of that section.

Reason: rule missing for non graded sections that are covered for other sections. Resolve some of the confusion in marshalling these hazards.

Remit #21 Protests

Proposed by ENCC

10.1 PROTESTS

B) All protests must be advised to the National Scorer, and a \$20.00 Protest Fee paid, when the driver hands in the score card, within 20 minutes of completing the final observed section. It is advisable that protests are in writing.

Change to:

B) All protests must be advised to the National Scorer, and a \$20.00 Protest Fee paid, when the driver hands in the score card, within 20 minutes of completing the final observed section. **Protests must be in writing.**

Reason: tidy up rule so that protests are handed formally in writing

Remit #22 Ropes

Proposed by Bruce Gilmore

Insert: 6.11 – All vehicles must have the following:

s) Carry a 6m (min length) snatch strap (Kinetic recovery rope) rated at a minimum of 9ton.

Reason:

A quick and efficient recovery can be a lifesaver, it can also be extremely helpful for keeping a day running smoothly. Having the ability to call on another competitor for a recovery when recovery tractors aren't close makes a big difference.