



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTRY REGULATIONS

**4 X 4 VASBYT
(OBSERVED TRIALS)**

STANDING SUPPLEMENTARY REGULATIONS AND SPECIFICATIONS FOR 4X4 VASBYT COMPETITIONS FOR 2025

SSR

150. These amendments as approved for 2025, together with the NMSF Sporting Regulations (SPR's) of the Namibia Motor Sport Federation (herein after referred to as NMSF) replace all previous rules, regulations and bulletins issued previously in respect of 4X4 Vasbyt Competitions in Namibia.

150.1. DEFINITIONS:

CRASH HELMET:	A crash helmet as approved by the Road Traffic Legislation for Namibia, FIA or SFI.
4x4 VEHICLE:	Any lightweight vehicle of which the General Vehicle Mass (GVM) does not exceed 3500kg, containing a chassis with a front and rear differential with traction in either all four wheels or in one rear and one front wheel and has a pipe frame or body, secured with a roll cage.
CHASSIS:	A factory-built box type framework, containing the engine and gearbox of a vehicle to which the suspension and differentials are fitted but the front cross member or side beams may not end behind the centre of the front differential and the rear cross member or side beams may not end in front of the centre of the rear differential. Any modifications and/or changes to the chassis should be done according to the factory standards. Any changes outside the factory standard will be seen as a Modified Chassis.
ROLL CAGE:	A construction of steel tubing of a minimum diameter of 38 mm and a wall of 2,5 mm containing: <ul style="list-style-type: none"> • A roll bar behind the front windscreen, connected with a horizontal side bar, one on the left and one on the right side of the vehicle to a roll bar behind the front seats. • Adequately mounted and positioned in such way that the competitors are always protected. • On the top section as described in par 1 above, tubing must be fitted, not more than 20 cm apart from the front to rear roll bar. • If tubing as set out in par 3 is not fitted, a roof from sheet metal material must be fitted, with at least one support in the middle, from front to the back of roll bars as described in par 1 above.
WHEELBASE:	The average direct distance from the middle of the rear wheel hub to the middle of the front wheel hub on both sides.

150.2. ACRONYMS:

Acronyms	Meaning
NMSF	Namibia Motor Sport Federation
SPR	Sporting Regulations
SSR	Supplementary Sporting Regulations
COC	Clerk of the Course
CT	Co-ordinating Team
GVM	General Vehicle Mass
VASBYT Vehicle	A Vasbyt vehicle is a specialized, resilient, off-road competition vehicle purpose-built to tackle the rigorous obstacles typical in Vasbyt events, focusing on durability, stability, and driver safety.

151. ELIGIBILITY OF COMPETITORS

151.1. Open to all competitors (driver and co-drivers) holding a valid Competition licence for 4x4 competitions as issued by the Namibian Motor Sport Federation.

- 151.2. If a person participate with a day license or affiliate for the day of the event to a NMSF affiliated motor sport club to obtain a day license, and a complaint is raised against such person during the event or after the event, such person would be accountable in the same manner as if such person is holding a national competition license and/or is a full time member of such NMSF affiliate motor sport club.
- 151.3. A Driver and a co-driver must be at least 16 years of age.
- 151.4. In the beginning of each year, the participating clubs in Vasbyt will nominate two representatives each to form a Co-ordinating Team (CT).
- 151.5. The CT in conjunction with the Committee for Vasbyt, will also be responsible for submitting
- 151.6. amendments of SSR's to the NMSF.
- 151.7. The Clerk of the Course (COC) in conjunction with the CT at an event, will be responsible to class vehicles according to the Vehicle Classification before each event.

152. ELIGIBILITY OF VEHICLES

- 152.1. The competition will be open to all light weight 4x4 vehicles.
- 152.2. Any Namibian competitor that competed in the events of 2024 can enter the vehicle he/she used in the 2024 competition, but any penalties now inflicted in terms of paragraph 154.3.5 will be applicable on such vehicle. Vehicle's capabilities and specifications may however not have altered (improved) since the 2024 competition.
- 152.3. On any vehicle that a penalty is applicable, the competitor must indicate in the beginning of the year, before or at the first event of the year whether he/she will operate the vehicle under the applicable penalties or not. This decision will apply for the rest of the year.
- 152.4. The Organisers reserve the right to include an additional class, "EXTREME CLASS" at an event which could cater for any vehicle not defined in SSR 153 – "Classification of vehicle", providing that such vehicle would not cause damage to the obstacles due to excessive weight, size of tyres, construction of the vehicle or any other reason. This decision is to the discretion of the Organiser of an event and will only be done if the Organisers are satisfied that there is enough interest to include such class at a specific event.
- 152.5. The C O C in conjunction with the CT reserve the right to exclude vehicles at their discretion, deemed not suitably for this type of event or which could cause damage to the obstacle course due to excessive weight, size of tyres, construction of a vehicle or any other reason.
- 152.6. Any objection against such a decision will therefore become the subject of a protest in terms of SPR 199 as to the participation of the vehicle in question. The full entry fee for the event, from which the vehicle is excluded, will be refunded to the competitor.
- 152.7. The C O C in conjunction with the CT will have the authority to grant permission for any vehicle to be entered more than once in a specific competition, providing that the vehicle be entered with a different team.
- 152.8. A crew/competitor can enter vehicles in different classes in an event, providing that they could only enter one vehicle per class.
- 152.9. An entrant can enter any number of vehicles in any class, providing that each vehicle will be driven/operated by a different crew.

153. VEHICLE CLASSIFICATION

CLASS	Description
CLASS A:	Family Class (Standard production vehicle)
CLASS B:	Standard Modified (Standard production vehicle)
CLASS C	VASBYT Vehicles, Open differentials
CLASS D	VASBYT Vehicles, Closed differentials
CLASS E	Extreme VASBYT Vehicles, Open or Closed differentials

154. VEHICLE SPECIFICATIONS

154.1. CLASS A: Standard Class (Standard production vehicle)

- 154.1.1. No changes or modifications to standard production vehicles are permitted.
- 154.1.2. The vehicles must be roadworthy and licensed, proof to the scrutiner's satisfaction may be required.
- 154.1.3. The standard production chassis and body shell including the doors / windows, windscreen, load body mudguards and bonnet must be retained.

154.2. CLASS B: Standard Modified (Standard production vehicle - modified)

- 154.2.1. Changes and modifications are permitted, except for the following limitations.
- 154.2.2. The vehicles must be roadworthy and licensed, proof to the scrutiner's satisfaction may be required.
- 154.2.3. Bumpers may be replaced by aftermarket bumpers not detracting from the looks and image of the vehicle to the discretion of the scrutiner's, fenders may be trimmed no more than 50mm.
- 154.2.4. Aftermarket suspension, and/or body lift may not exceed 125mm combined.
- 154.2.5. Maximum tyre size 31"+ 5%, or per as manufacturer. Bead locks are permitted.

154.3. CLASS C, D, E: VASBYT Vehicles

154.3.1. 4X4 VEHICLE:

Any lightweight vehicle of which the General Vehicle Mass (GVM) does not exceed 3500kg, containing a chassis with a front and rear differential with traction in all four wheels a pipe frame or body, secured with a roll cage,

154.3.2. OPEN DIFFERENTIALS

Any short or long wheelbase vehicle, fitted with one (1) handbrake or any other device that can brake either front or rear wheels of the vehicle.

154.3.3. CLOSED DIFFERENTIALS

Any short or long wheelbase vehicle, fitted with anyone one or a combination of the following equipment:

- 154.3.3.1. Locked differentials in rear, front or both axles.
- 154.3.3.2. Limited slipped differentials in rear, front or both axles.

154.3.4. PENALTIES APPLICABLE TO VEHICLES WITH BUILT-IN FEATURES OR MODIFICATIONS THAT CREATE A DISTINCT ADVANTAGE IN THE COMPETITORS CLASSIFICATION

The below built-in features and or modifications will be considered to attract penalties as per the table below:

- 154.3.4.1. However, any one vehicle will not be penalised with more than sixty (-60) points at any given event.
- 154.3.4.2. Penalties applied at the start of the competition year or the first event the competitor compete in, will be valid for the year i.e. all events.
- 154.3.4.3. It is the responsibility of the competitor to report any further or less modification or built-in features to the CT and scrutiner prior to the next event to allow proper scrutineering and adjudication to align penalties.

Built-in features or modifications	Penalty applicable
154.3.4.4. More than one handbrake or any other device that can brake any 2 wheels at a time	-10
154.3.4.5. Dislocating prop shaft	-10
154.3.4.6. Centre differential lock / Gearbox Splitter (to allow front axle to operate independently)	-10
154.3.4.7. More than one handbrake or any other device that can brake any wheel independently	-20
154.3.4.8. Traction control	-10
154.3.4.9. Pneumatic and/or hydraulic suspension types fitted to the vehicle	-20
154.3.4.10. Rear-wheel steering	-20
154.3.4.11. Spaceframe or modified chassis	-20
154.3.4.12. Unimog Differentials	-30

154.3.5. ROLL CAGE

A construction of steel tubing of a minimum diameter of 38 mm and a wall of 2, 5 mm containing:

- 154.3.5.1. A roll bar behind the front windscreen, connected with a horizontal side bar, one on the left and one on the right side of the vehicle to a roll bar behind the front seats.
- 154.3.5.2. Adequately mounted and positioned in such way that the competitors are always protected.
- 154.3.5.3. On the top section as described in par 1 above, tubing must be fitted, not more than 20 cm apart from the front to rear roll bar.

154.3.5.4. If tubing as set out in part 3 is not fitted, a roof from sheet metal material must be fitted, with at least one support in the middle, from front to the back of roll bars as described in par 1 above.

155. SPECIAL CONDITIONS APPLICABLE TO ALL CLASSES

155.1. All vehicles must have a floorboard, and all working parts such as drive shafts and fan belts must be covered with a protection plate and/or placed in such manner that it is not easily accessible where it can harm the driver and/or co-driver.

155.2. SCRUTINEERING

Scrutineering of a vehicle will be accordance to SPR 166, and the date, time and place will be indicated in the SR's for the specific event. The following must be in a good working order:

155.2.1. Brakes

155.2.2. Steering mechanisms

155.2.3. Secured batteries

155.2.4. Fuel lines

155.2.5. Fire extinguishers (Optional)

155.2.6. Tow hooks

155.2.7. Filler caps of fuel tanks must seal properly

155.2.8. Blood groups and names of driver and co-driver

155.2.9. Safety nets as set out in terms of part 155.8.

155.2.10. Safety belts according to par 155.6. must be checked to be sufficient and if necessary be checked against the body of the person who will use that during the event.

155.2.11. Competition numbers must be affixed to the vehicles in terms of the specifications as described in item 155.12.

155.2.12. Confirmation of penalties applicable in terms of item 154.3.4.

155.3. FIRE EXTINGUISHER

A fire extinguisher is optional, but at every obstacle there must be at least two fire extinguishers which will be operating by a dedicated person.

155.4. ROLL BAR

Vehicles with a passenger compartment and roof must be fitted with a roll bar behind the passenger compartment.

155.5. ROLL CAGE

155.5.1. Open vehicles, or any vehicle with a fibre glass roof/top must be fitted with roll cages;

155.5.2. Mounted on the chassis, if the vehicle is fitted with a glass fibre body.

155.6. SAFETY BELTS

155.6.1. Vehicles with a standard cab must be fitted with a minimum of 3-point safety belts.

155.6.2. All open vehicles, including a vehicle with a glass fibre top a minimum of a 4-point safety belt.

155.7. NECK BRACES

A neck brace is compulsory to be worn by any person under the age of 18, and it is discretionary for persons older than 18 years during events as an additional safety feature.

155.8. SAFETY NETS

Safety nets must not have openings of more than 70 mm X 70 mm square and must be fitted in a steel frame.

155.8.1. OPEN VEHICLES

All open type vehicles or vehicles without doors must have safety nets, securely fitted, covering the door opening or window opening from the top of the windscreen height to the bottom of the door opening for the full width of the door. The safety net as fitted must have a quick release mechanism, not from any elastic material, to assure opening of safety nets during an accident.

155.8.2. VEHICLES WITH PASSENGER COMPARTMENT

Side windows of vehicles, competing in Class A – E, with a passenger compartment, fitted with a functional side window must be rolled down three-quarters. The opening of the side window does not need to be covered with a net as set out in part. 155.8.

155.9. TOW HOOKS

All vehicles must be fitted with tow hooks at the back and front of the vehicle, securely fitted and easily accessible. Tow hooks must accept a rope loop and if a shackle is required.

155.10. TYRES

Only standard tyres, rated for use on the road will be permitted. Paddle tyres, tyre chains, studs, double wheels, etc. shall not be used. The maximum rim size permitted in this form of competition is 381 mm (15 inches).

155.11. LOOSE OBJECTS

No loose objects will be allowed in a competing vehicle. Toolboxes, jacks, water bottles, etc. must be securely fastened or removed from the vehicle before starting an obstacle.

155.12. COMPETITION NUMBERS

155.12.1. Competition numbers will be supplied by the organizers at documentation and must be displayed in a clearly visible position on the car.

155.12.2. Competition numbers must be fitted as follow:

155.12.2.1. Vehicle class on right front side of the vehicle

155.12.2.2. Competitor number on left front side of the vehicle

155.13. RE-SCRUTINEERING

155.13.1. After a vehicle has been involved in a roll, (i.e., falls on its side, or roof, or rolls over 360 degrees and lands on its wheels), that vehicle must be re-inspected for safety reasons and signed off by the head scrutineer /Technical Committee member/s, before it will be allowed to enter the next obstacle.

155.13.2. After a vehicle has been involved in a roll, does not confirm to the requirements of section 155.13.1.and have not been cleared and signed off by the COC, will not be eligible to score points in any successive obstacles.

155.13.3. It is also imperative the medical team needs to provide clearance for any of the crew members to continue the race.

156. GENERAL RULES

156.1. No competitor will be allowed to start the event unless/he has satisfied the officials concerned that all the under mentioned documents and equipment are in order and the requirements met.

156.1.1. Properly completed and signed entry forms.

156.1.2. Proof of entry payment.

156.2. Suitable clothing with a minimum of long / short cotton pants, short sleeve cotton shirt and lace-up shoes, must be worn by all competitors.

156.3. A competitor shall not start an obstacle until he/she and his/her co-driver have their crash helmets and safety belts on and fastened and safety nets secured.

156.4. The driver and co-driver may not loosen their safety belts between the start and finish line of an obstacle. Offending competitors will forfeit all points for the specific obstacle.

156.5. Competitors will be allowed two (2) minutes to inspect each obstacle, after which the marshal will ask competitor to proceed. Failure to abide by the ruling of the marshal, will lead to exclusion for the specific obstacle. The competitor may attempt the obstacle until he/she has lost all the points for that obstacle at which time his vehicle must be removed in such a way as to minimize damage to the obstacle. If a competitor cannot proceed any further in an obstacle and damages the obstacle by excessive spinning of the vehicle's wheels or in any other way, the marshal will stop the competitor, warn him/her and make a note on the score sheet to this effect.

156.6. Competitors will draw the starting order for the first obstacle of the day for different classes after drivers briefing. The draw will determine the starting order for each obstacle, and it is the responsibility of the competitor to ensure that they are aligned with starting times. If any competitor falls out of the competition, other competitors must be aware and ensure they align themselves with the changed draw.

156.7. The cut-off time for a group of competitors starting a new obstacle is 2 minutes, unless otherwise stated by the clerk of course.

156.8. No methanol, ethanol or blends will be permitted.

157. CREWS

157.1. The driver and co-driver are deemed to be the crew.

157.2. Competitors will only score points toward the category entered, namely driver and co-driver as shown on the entry form.

157.3. No changes will be allowed to the crew of a vehicle during a specific event. If it happens that the co-driver is absent during a specific obstacle, the driver will be allowed to continue the obstacle and/or event without the co-driver, providing that permission was obtained from the Clerk of the Course for such absence. On return the co-driver can continue participating in the event but will not accumulate any year points for those obstacles during which he/she was absent.

158. OBSTACLES (ROUTE)

158.1. Different classes may be required to complete different obstacles or sections of obstacles.

158.2. The route will consist of a maximum of ten (10) obstacles of which two (2) may be progressive obstacles.

158.3. Progressive scoring may be used where it is predicted that competitors may not be able to complete the obstacle successfully.

158.4. Crowd control must be maintained by demarcating the danger zones at obstacles by means of banner tape, leaving enough manoeuvring space for the competitors. Spectator tape must be a minimum of 3m from the straight line joining two adjacent gateposts.

158.5. Obstacles shall be clearly marked by gates and competitors may not deviate from the route.

158.6. The exit to each obstacle must be marked with banner tape / pegs of a different colour, clearly indicating where the obstacle has ended with the intention of improving crowd control.

158.7. The gates shall consist of two gateposts clearly marked with banner tape, 3m to 5m apart.

158.8. The top of the gatepost must not be lower than 1m not higher than 1.5m above ground level.

158.9. Organizers should make use of steel pegs.

158.10. The clerk of course reserves the right to alter the route or cancel any obstacle as deemed necessary with consultation with drivers and co-drivers with a majority rule. No obstacle will be cancelled after one competitor has attempted it.

158.11. Obstacles must be set out in such a manner that allows participants to negotiate and/or complete the obstacle safely and successfully.

158.12. Water and mud obstacles must not be deeper than 300mm, left to the discretion of the technical committee / clerk of course.

158.13. Where normal gateposts cannot be used, plastic cones may be placed as a gatepost and the whole cone including the base will be regarded as part of the gatepost. Both posts and gates must be marked clearly with colour coded 50mm duct tape. Colour coding left to the discretion of the clerk of course and announced at drivers briefing.

Class	Description	ID Colour
Class A:	Standard Class	Blue
Class B:	Standard Modified	Green
Class C:	VASBYT vehicle with open differentials	Yellow
Class D:	VASBYT vehicle with Closed differentials	Red
Class E:	Extreme VASBYT Vehicles,	Black
Start & Finishing Posts	Posts indicating the start and end of an obstacle	Grey

159. CONTROLS

159.1. Competitors may not cross the starting line at any obstacle before receiving permission from the Marshall at the starting point to proceed.

159.2. The vehicle must start the obstacle with the front of the vehicle (forward position) and end the obstacle with the front of the vehicle (forward position). No reversing through the beginning and ends gates will be permitted.

159.3. The front wheel hubs may not pass through the designated starting gate when taking a roll back.

159.4. After finishing an obstacle, the competitor must stop at the finishing point. The score sheets must be marked and signed by a Marshall as well as the driver or co-driver before moving to the next obstacle. The scoring will be done by the Chief Marshall.

159.5. If any competitor exceeds an obstacle by more than 3 meters from the nearest peg, it will be deemed as abandon course.

160. POINT SYSTEM

- 160.1. A time limit will be imposed on each obstacle. A marshal will start the clock as soon as the start signal given, and the competitor will be deemed to have completed the obstacle when the rear wheels of the vehicle cross the imaginary line between the last two gateposts at the finish line.
- 160.2. If the organizer does not specify a time limit for an obstacle, a time limit of five (5) minutes per obstacle will be applicable. If the competitor has not completed the obstacle within the time given the marshal will stop the competitor and the competitor will forfeit all points for that specific obstacle.
- 160.3. Obstacle shall consist of a minimum of four (4) numbered gates including start and finish gates.
- 160.4. Although no banner tape shall be used between gates for the purpose of demarcating the route, all points for the specific obstacle will be forfeited if the competitor touches the crowd control banner tape or pass under the banner tape between two pegs.

160.5. All points for the specific obstacle will be forfeited if the competitor:

- 160.5.1. Requests to bypass the obstacle. Bypass defined when the vehicle travel outside of any gate. (**Bypass**)
- 160.5.2. Becomes stuck in an obstacle. (**Stuck**)
- 160.5.3. Fails to start the obstacle. (**No start**)
- 160.5.4. Permits any outside assistance in the obstacle. (**Assist**)
- 160.5.5. Must be towed out of the obstacle. (**Tow out**)
- 160.5.6. Driving out of a turn at marshals' discretion. (**Out of Turn**)

160.6. Progressive obstacles (forward movement)

- 160.6.1. Progressive points will be awarded every time the front hub of the vehicle passes through a gate with a maximum of sixty (60) points awarded per obstacle. The number of points awarded to the competitor for passing through a gate must be indicated at the gate or at the start of the obstacle.
- 160.6.2. If the competitor's vehicle, to the judgement of a marshal, fails to proceed any further in an obstacle, after he was stopped by the Marshall's whistle the first time, and damages the obstacle by excessive spinning of the wheels or in any other way, the marshal will stop the competitor by blowing his whistle a second time and the competitor will be awarded progressive points less any penalties occurred up to that point.
- 160.6.3. A roll back during a progressive stage will lead to forfeiture of all points for the specific obstacle.
- 160.6.4. The crew must declare their points to the marshals before the attempt to:
 - 160.6.4.1. Engage reverse and or leave the obstacle,
 - 160.6.4.2. Open any doors,
 - 160.6.4.3. Loosen their safety belts, and or
 - 160.6.4.4. Losen or remove their safety helmets.

160.7. Touch post

- 160.7.1. Twenty (20) points will be deducted if a competitor's vehicle touches a gate post with any part outside of the vehicle or the wheels, regardless of the number of times the vehicle touches the specific gate post during the same forward movement.
- 160.7.2. A gatepost / peg will remain and be considered "dead" once touched. It will only become "live". should the vehicle move backwards to the point where the front hubs align with the gate. Should the vehicle proceed past the post with the front hubs of the vehicle it will be considered abandoning route as in item 160.8.2.
- 160.7.3. If a competitor's vehicle travels with any one wheel over a gate post on a progressive stage, he will be awarded progressive points at that point, less any penalties occurred up to that point.

160.8. Penalty obstacles:

Sixty (60) points will be awarded when starting an obstacle.

160.8.1. Roll back (-10 points)

- 160.8.1.1. Any wheel rotating backwards in an obstacle that is more than a quarter wheel turn (averaged out to 60cm) or engage reverse will be classified a rollback.
- 160.8.1.2. EVERY TIME a vehicle's wheels rotate against the direction of travel in the obstacle the rollback rule as described in item 160.8.1.1., will apply.
- 160.8.1.3. Every time a competitor allows his vehicle to move backwards by engaging reverse of freewheeling to gain

advantage to the judgment of a marshal, it will be considered a roll back.

- 160.8.1.4. A competitor will only be allowed three (3) roll backs between each pair of gates and will forfeit all points for that specific obstacle if a fourth roll back is taken between the same pair of gates.

160.8.2. Abandon route

- 160.8.2.1. All points for the specific obstacle will be forfeited if the vehicle travels with any wheel outside a gate post. In the event that the front wheel touches the gate post, rule 160.7.1. will apply and the rear wheel will be allowed to travel outside the post since it is considered “dead” in terms of rule 160.7.2.
- 160.8.2.2. All points for the specific obstacle will be forfeited if a competitor's vehicle crosses over its own tracks (loop) between gateposts. (Abandon route).
- 160.8.2.3. If the competitor's vehicle, to the judgement of the marshal, fails to proceed any further in an obstacle, after he was stopped by the marshal's whistle a first time, and damages the obstacle by excessive spinning of wheels or in any other way, the marshal will stop the competitor by blowing his whistle a second time. The competitor must stop immediately, declare his move backwards to a position from where he feels comfortable that the obstacle can be re-negotiated and will be penalized for a roll back.
- 160.8.2.4. However, driving forward past a gate post, reversing outside the obstacle, and then entering the next gate will only be penalized by a roll back (10 points).
- 160.8.2.5. All points will be forfeited if a competitor's vehicle touches the both the start and finishing posts.

161. SERVICING AND ASSISTANCE

- 161.1. No assistance is allowed within the boundaries of an obstacle. If a vehicle cannot complete an obstacle because of breakage or any other cause, all points will be forfeited as obstacle failure and no second chance will be allowed.
- 161.2. If a competitor's vehicle needs urgent repairs, he may elect to do such repairs by falling out of the competition for the duration of the repairs.
- 161.3. Upon completion of the repairs, the competitor may return to the competition provided that the vehicle must be scrutinised before re-entering the competition in his allocated starting position. All points for obstacles missed by the competitor during his absence will be forfeited.
- 161.4. No vehicle will be allowed to attempt or enter an obstacle without four-wheel drive being operational. Once the competitor has moved into the obstacle, he may disengage four-wheel drive, provided that he does not damage the obstacle by excessive spinning of the vehicle's wheels or in any other way, in which case a Marshal will stop the competitor, and he may only continue after four-wheel drive has been made operational.

162. EXCLUSION

- 162.1. Competitors will be excluded or regarded as non-finishers at the discretion of the Clerk of the Course for:
- 162.1.1. Failing to stop at any control point and not obeying the instructions as set out in these regulations.
- 162.1.2. Finishing the event with a vehicle having a chassis, frame, sub-frame, body or engine different to that fitted to the vehicle at the start of the event.
- 162.1.3. Changing an obstacle by removing or shifting rocks, trees, etc.
- 162.1.4. Practicing on the course after obstacles or demarcated obstacle has been set out.
- 162.2. If it is reported to the organizer before the closing of the event that a competitor:
- 162.2.1. Behaved in a manner likely to prejudice the interest of motor sport generally.
- 162.2.2. Drove dangerously, under the influence of liquor or drugs or without due consideration for other competitors or spectators.
- 162.2.3. Allowed a person who will not be entered as the official driver or co-driver, to be in control of the vehicles from the period arriving at the Vasbyt venue until leaving the Vasbyt venue.
- 162.2.4. Failed to declare to the organizers, on the incident report form, obtainable from the Clerk of the Course, any accidents during the event involving any person or property.
- 162.2.5. Committed any breach by the General Competition Rules of NMSF and these Supplementary Regulations for which no specific penalties are stipulated.

163. PENALTIES

See PART VIII SPR 174 to 184

164. PROTEST

- 164.1. See PART IX SPR 199 to 208

164.2. The fee payable for a protest shall be as stated in Appendix “R” to the SPR’s.

165. APPEALS AND ENQUIRIES

165.1. See PART X SPR 209 to 226

165.2. The fee payable for appeals shall be as stated in Appendix “R” to the SPR’s.

166. AWARDS

166.1. For each event trophies / medals and or prizes shall be awarded to the driver and co-driver placed first, second and third in each class.

166.2. In the case of a tie on an event, for the purpose of the prize giving the competitor's positions will be determined by considering, firstly the number of obstacles on which full score has been achieved and progressing down the scoring line until the tie is broken.

166.3. The competitors with the highest-class points in the different classes will be announced as the VASBYT Namibia 4x4 Extreme Challenge class Winning driver and co-driver.

166.4. In the case of a tie, at the end of the season, the competitor with the greatest number of class wins will be the winner. If this does not resolve the tie, then the greatest number of seconds will count, failing this, thirds and so on.

166.5. If this is still ineffective, VASBYT Namibia shall declare the winner on a basis as it deems fit.

167. IMPOUND AND PARC FERME

167.1. Competitors will be required to impound their vehicles on completion of scrutineering.

168. DRIVERS AND CO-DRIVERS CHAMPIONSHIP POINT SCORING

168.1. The driver and co-driver of a specific vehicle will be awarded the same number of points per event, towards the championship. Separate championships will be run for drivers and co-drivers.

168.2. Points will be allocated as follows: Points will follow consecutively from 12th place until 1 point.

Place	4+ Starters	3 Starters	2 Starters	1 Starter
1	30	30	20	16
2	25	25	16	
3	20	20		
4	16			
5	15			
6	14			
7	13			
8	12			
9	11			
10	10			
11	9			
12	8			

168.3. At the end of each event, as per each series score sheets, non-members points will automatically fall away, and points will be re-calculated according to placing for each series taking into consideration members only.

169. 169. EVENTS TO COUNT TOWARDS THE CHAMPIONSHIP SERIES

169.1. The VASBYT Namibia Championship series will consist at least of six (6) events as per the VASBYT Namibia calendar.

169.2. A starter will be classified as a competitor who has physically started the first obstacle.

169.3. A competitor must be a paid member of VASBYT Namibia to qualify for championship points. Competitors will need to pay membership fees by the 15th of January to qualify for championship points. Both a driver and a co-driver will be responsible for their individual membership fees to qualify for championship points.

170. 170 THE AIM OF THE CHAMPIONSHIP

- 170.1. The Aim of the championship is:
- 170.1.1. To announce the class winning drivers and co-drivers and the overall national and club champions.
- 170.1.2. The competitors with the highest championship points in the different classes will be announced as the 4x4 Challenge class champion driver or co-driver for the year.

171. **SSR's 171 – 199 RESERVED**