

Competition rules for year 2012

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1. GENERAL INFORMATION

A CUP season consists of a full calendar year. Participation fee is to be determined for each season separately. Competition schedule should be finalised at least 2 months before the first competition of the season. All competitions in the CUP series use the annually published common rules and regulations, but there may be competition specific differences, such as the duration of the competition, control point values (competition points) and how the visit to a control point is proven.

Placing in each competition determines the amount of CUP points received. For 1st place 20 points, then 17-15-13-12-11 etc. down to 1 point for 16th place. The competition where a team received the least points is omitted from team's final points at the end of the season. If two or more teams have the same amount of CUP points at the end of the season, the final placing is determined by comparing their placing in the individual competitions, one with the most wins (or second places etc.) gets a higher ranking. If points and placings are even, ranking for first three placings are determined by comparing competition times, smaller combined proportional time wins.

CUP points belong to a specific team competing in a specific class. A team is based around the car and the lead-driver. Other team members may vary from competition to competition. In case of disqualification or not being able to finish a competition, no points will be given to the team from that competition.

If a team competes in a parallel event, which is held at the same time and location as a CUP competition, CUP points can be given if the car meets CUP requirements and the competitions are fully compatible (e.g. TR3 class in Baltic Sea Cup and Prototype, hunting the same control points in a free order for the same duration).

Three highest ranking teams in each class will be awarded at the end of the season.

If possible, CUP competition schedule should leave at least 1 month between competitions.

If there is no separate CUP participation fee, all cars entering CUP competitions will automatically receive CUP points, if they place high enough in the results. CUP ranking is calculated for every car that has participated in at least one CUP competition during the season.

1.1 Results correction

If the competition organisers have made a clear error, which has an impact to CUP-points, the competitors can make a request to correct the results. The request must be made within five days from the end of the protest time.

The request is done to the competition organisers, and also sent to the CUP e-mail address. Requests are handled as soon as possible, but at the latest before the next competition.

The request is free-form, but it needs to clarify what kind of error was made. Request must also contain contact information to enable more detailed information to be asked.

Competitors can make a request to correct their own results, or to correct the results of other competitors. CUP-points can be added or removed, depending on the nature of the error, and how it affected the results.

The results of the competition are not changed after the protest time, only the CUP results are corrected. CUP-points will be corrected to match the result of the competition without the error. For example, if a competitor ascends two places in the CUP results, the result of two other competitors will descend.

2. INVITATION

A competition invitation should contain at least the following information:

- Location of the competition center
- Dates and schedule of the competition
- Names of the organisers and members of the jury (3 persons)
- The general area where the control points are located
- Possible exceptions to general CUP rules and regulations
- Possible additional rules for the competition
- The number of control points and their values, and method how control point visit is proven
- Possible other (non-CUP) classes in the competition
- Information about fuel supplies and service/repair facilities
- Competition fees and payment information
- Registration information (how and when)
- Information on food and lodging services
- Organisers contact information

3. SCHEDULES

Each competition will announce a schedule in advance, including

- Confirmation of participation at the competition site
- Scrutineering (after which cars enter parc ferme)
- Start
- Finish
- Results calculation
- Results announcement and protest time (typically 30 minutes)
- Prize giving ceremony

Competitors must deliver their results (e.g. pictures and a list of control points or their EMIT stamping device) to the organisers for results calculation within 30 minutes of finishing the competition.

Being late at the finish line will be punishable by loss of competition points for the first 60 minutes and after that it leads to automatic disqualification. Late delivery of the results or arriving late in possible mandatory breaks in the competition will be punished similarly.

If a team is unable to finish the competition, they must inform the organisers, in which case their placement in the results will be marked as K. Disqualified competitors will be marked as H in the results. After having collected the minimum number of control points, competitors may finish the competition whenever they choose to do so, also well before their own finishing time.

The start time of competitors starting after the official start time (due to delays not caused by the organisers) shall be marked as having started at the same time as the last team of the same class that started within the official competition start.

Competition schedule may also contain special features such as super special stages. Scrutineering and participation confirmation is possible already on the day before the start.

Typical competition duration is between 18 and 36 hours and may contain mandatory breaks.

Competition offices shall be open all the time during the competition, unless otherwise announced. Organisers can be contacted also by telephone.

4. GENERAL REQUIREMENTS

A winch is highly recommended. If the car does not have one, an off road jack and/or manual tackle is strongly recommended as a minimum. Snorkels and other special equipment may be recommended when necessary, but mandatory special equipment should be added to competition specific rules only in exceptional cases.

Competition center should have a clearly marked spot where competitors may check and calibrate their GPS equipment. Any known blind spots without GSM coverage inside the competition area should be announced, if possible.

Common rules for all competition classes:

- Local traffic regulations **MUST** be observed when driving on public roads
- During the competition the speed limit on unpaved roads is max 50 km/h, some roads may have a lower speed limit, indicated by speed limit signs

- On paved roads the speed limit is max 80 km/h, unless a lower speed limit is indicated by speed limit signs
- Always wear a seatbelt while driving on the road
- You may cross power lines, but driving along them is forbidden, and power line poles may NEVER be used for winching
- Phone lines, oil- or gas pipes, railways etc.; same strict restrictions than for power lines
- If an area is limited by sealing off lines, the winch cable may cross the sealing off line, but the car must NOT cross the sealing off line
- Any equipment in and on the car must be properly fastened
- Double wheels, snow chains etc. are forbidden
- Axes, saws, chainsaws etc. must not be used and must be removed from car
- Any assistance outside the competition is forbidden
- Assistance offered or accepted by the organisers and equally available to all competitors is allowed
- Only the competitors in the team are allowed inside the car, except in emergencies
- Car maintenance and repairs may be done only by persons registered as competitors or service persons, and service cars must be registered in advance to the competition
- Assistance from other competitors or their service persons is allowed
- A competition car may only be towed by another competition car, not by service cars or outsiders
- Outsiders may not carry competitors, service persons, tools, spare parts etc. for or to the competitors without competition jury permission in advance, except in emergencies
- Service cars may only drive along roads that are suitable for a normal road car
- Trailers are not allowed to be used during the competition to move competition cars

Service cars are allowed as long as they are registered to the competition in advance. Service persons may not be inside the competition car, or help in locating control points, or assist the competition car drive off the road.

If the competitors feel that they are forced to drive their service vehicle (e.g. competition car is broken), they must ask permission from the competition organisers before they do so.

Teams get two competition number tags, to be fastened on the front doors of the car. Alternatively a single number tag to be fastened on the engine compartment hood in front of the car.

Organisers may alter the rules of the competition if deemed necessary. Any changes will be communicated to competitors at the driver meeting and possibly on the information board at the competition center.

Any breach of rules by competitors is punishable by disqualification. If the breach is considered minor and not causing danger, the penalty may consist of merely losing some competition points. Competitors are solely responsible for any damage compensation they may cause in breaching the rules.

Speed limits shall be enforced during the competition. Speeding by more than 10 km/h leads to automatic disqualification.

The official time of the competition is the GPS time (GMT/UTC+2 or +3 hours depending on daylight savings time).

The jury handles matters like rule breaches. After the results announcement the protest time starts and competitors are allowed to file possible protests to correct their results. A protest fee of 50 EUR must be paid when filing the protest. It will be returned if the protest is accepted.

Organisers are allowed to place (remote) location monitoring devices on the cars.

4.1 Roll cage

A six point roll cage is required for open top cars and at least a main roll bar with rear supports for closed top cars. Cars that do not fulfil the roll cage regulations of these rules are permitted to enter competitions. The competition organisers will mark on the control point list, which control points the cars without sufficient roll cages must not visit (so-called dangerous control point).

Minimum requirements for the main roll bar:

- seamless pipe: outside diameter 45 mm, wall thickness 2,5 mm; or
- seamless pipe: outside diameter 50 mm, wall thickness 2,0 mm; or
- seamed pipe ("water pipe"): outside diameter 45 mm, wall thickness 3,2 mm.

The main roll bar must be made of one pipe by bending it properly. No welded joints are allowed. The main roll bar must be placed behind the front seats so that drivers in the front seat are completely in front of the main roll bar.

Material requirements for the rest of the roll cage:

- seamless pipe: outside diameter 38 mm, wall thickness 2,5 mm; or
- seamless pipe: outside diameter 40 mm, wall thickness 2,0 mm; or
- seamed pipe ("water pipe"): outside diameter 38 mm, wall thickness 3,2 mm.

For wall thickness checking there must be a 6 mm hole in each pipe section. The holes must be in such places that allow inspection without having to dismantle the car (e.g. seats).

In cars where a main roll bar with rear supports is the minimum requirement, diagonal support is not mandatory, but is recommended if it would strengthen the structure considerably.

Extra pipes can be used in the roll cage, e.g. to connect the top corner of the main roll bar to the opposite lower corner (and vice versa), or to connect the lower ends of the main roll bar or the lower ends of the rear supports.

Rear supports may be connected to the main roll bar with strong bolted joints.

The lower mounting points of the roll cage to the chassis are to be strengthened with sheet metal plates that you may fasten to the chassis by either

- welding completely around them, or
- using 3 pcs M8 bolts, when there is a welded sheet metal plate on the opposite side of the chassis, or
- using 4 pcs M10 bolts, when there is an unwelded sheet metal plate on the opposite side of the chassis.

The minimum thickness of the sheet metal plate used for mounting point re-enforcement is 3 mm and the minimum area is 120 cm².

If the roll cage is attached directly to the frame, the mounting point strength (re-enforcement) requirements are equivalent to that if the roll cage is attached to the chassis.

Any part of the roll cage that may come to contact with the head of one of the competitors must be padded. External roll cages are allowed. Any damage of the roll cage (deflection, dent) is not allowed. The roll cage must be made of steel.

4.2 Scrutineering

Car documents and condition are checked in the scrutineering with emphasis on safety and environmental aspects and the competition class regulations (tire size, axle type etc. and for Original class also the suspension height). The mandatory equipment is checked and the forbidden items (saws, axes, chainsaws etc.) must be removed from the car. In addition the proper fastening of the equipment is checked, and the placement and fastening of the competition number tags are checked, too.

The driver signs the scrutineering report, where he states that the cars registration, annual inspection (MOT) and insurance are valid for the duration of the competition according to the requirements of the relevant competition class. The organisers keep the report, and information therein may be checked again during the competition.

The brakes of the car are checked during scrutineering with the method deemed best by the organisers. Steering, lights and other safety related items may also be checked as deemed necessary.

If non-conformances are found in the scrutineering, competitors can correct those, and take the car for re-scrutineering later to determine competition worthiness. Such a re-scrutineering can be arranged even after the official start time, if the repairs take that long or if the organisers are unable to re-inspect the car at exceptional time.

Every car must pass scrutineering before considered eligible for competition. Cars that have passed scrutineering will be marked with e.g. a clearly visible sticker at a competition specific location.

4.3 Safety

All cars must be safe to operate both on and off the road. Special attention must be paid to the steering and brakes; those must be reliable and operate properly.

Four wheel steering is not allowed. Only front wheels may steer the car. A rear wheel steering system that is installed on the car may be locked in place, if it can be done reliably and if the car then handles on the road like a normal front wheel steered car.

Hydraulic steering is forbidden. The steering wheel must be mechanically linked with the front wheels. Power steering is allowed, also hydraulically assisted.

Brakes must operate on all four wheels simultaneously. Turning brakes are not allowed. Possible turning brakes in a car can be locked to operate like standard brakes if it can be done reliably and the situation after locking is identical to standard brakes.

A functioning parking brake is mandatory.

The car must be safe for other road users, e.g. the lights must be in a roadworthy condition. The chassis of the car must be safe for anyone close to the car (no sharp or jagged edges etc.).

All participants in the car must have a sturdy seat and at least a lap belt, but at least a three point safety belt for all competitors in the car is recommended.

Batteries that are located in the driving compartment should be protected in such a way that prevents short circuiting and fluid leakages.

The seats for all competitors in the car must be located fully inside the protective car body and/or the roll cage.

Winch hooks and towing points must not allow the tow ropes etc. to become loose unintentionally.

If the oil or fuel tank is located in the driving compartment, the construction must be such that the tank cannot leak inside the car under any circumstances, and breather must go outside the driving compartment.

Competitors are not allowed to travel outside of the car.

4.4 Environment

Common rules for all competition classes:

- Only existing tracks are to be used off road and tracks may not be widened
- When winching from a tree always use a tree protecting winch strap
- Always place the winch strap as low as possible when winching from a tree
- No fuel, lubricants or other fluids may leak from the car
- Any leak incidents must be announced to the organisers immediately
- Any unnecessary damage to the nature or littering is strictly forbidden
- No open fire is allowed, except in places where organisers have specifically allowed it
- No welding is allowed, except in places where organisers have specifically allowed it

5. COMPETITION CLASSES

The competition series is intended for cars with 2 axles and 4 wheel drive, whose maximum vehicle loaded mass in registration documents is below 3500 kg (or alternately actual weight below 3000 kg in competition readiness).

There are four competition classes: Original, Standard, Modified and Prototype.

If some competition class receives less than 5 participants the organisers may combine it with another class for the competition, but in also in these cases CUP points are given for each class separately. In case of combined classes all technical requirements (tire size, etc.) must be observed during car scrutineering as usual. The organisers may adjust competition time or competition points for the combined class cars if necessary, but such adjustments may not affect CUP placements within the class.

For safety reasons at least two persons must always remain with the car all through the duration of the competition.

Mandatory equipment for all competition classes:

- A first aid kit
- A fire extinguisher of at least 2 kg capacity and with a valid inspection stamp; at least 2 such extinguishers are recommended per car
- An operating GSM phone, whose number is given to the organisers
- Seat belts for all competitors in the car
- Strong tow points at the front and the rear of the car: marking them clearly is recommended
- A tree protecting winch strap in all cars equipped with a winch
- A strong tow rope or strap and two strong shackles

The above mentioned equipment and the car documents must be presented at the car scrutineering. If there are some non-conformances or defects the car may not take part in the competition.

Any team consisting wholly of females is allowed a 51 mm increase in tire size for their specific competition class.

5.1 Original

The car must be street legal, registered, insured and must have valid annual inspection (MOT). The maximum tire size is 787 mm. The car may have its suspension lifted up to 51 mm only by replacing or modifying the springs. Portal axles are not allowed. Only factory installed air suspension or suspension height control are allowed. Shortening the frame of the car is not allowed.

5.2 Standard

The car must be street legal, registered, insured and must have valid annual inspection (MOT). The maximum tire size is 787 mm with portal axles and 838 mm with normal straight axles.

5.3 Modified

The car must either be normally registered and insured or have a specific temporary registration and insurance. The maximum tire size is 838 mm with portal axles and 915 mm with normal straight axles.

5.4 Prototype

The car must either be normally registered and insured or have a specific temporary registration and insurance. The maximum tire size is 1043 mm, also with portal axles.

6. CONTROL POINTS

The control points for a competition may be organised in two ways

- A. All competition classes share the same control points that have different competition point values according to difficulty. Competition points are the same for all competition classes.
- B. Each class has their own control points.

Organisers may also choose to bind control points to a group, where a competitor has to visit all control points in the group in order to score points from any of them. A typical group consists of 2-4 control points.

Some of the control points may be available only for a specified time. They are to be clearly marked as such in the control point list.

The final results are determined by the amount of competition points a team has gathered. In case more than one team has the same amount of competition points the team having gathered the result in a shorter time has the advantage. If the competition points and the competition time are even, then first three placings are determined by special tasks given by the organisers. If the special tasks cannot be performed (e.g. none of the relevant competitors are on the spot), the placings can be raffled. The special tasks may include picking up one or more given control points, or performing some other tasks typical in this kind of competition.

At least ten control points must be visited by the team before they are eligible for a result. The value of a control point is clearly shown on the control point list, there are no hidden multipliers.

Competitors keep track of the control points they have visited, and must be able to prove each visit to the organisers either with a digital photo or an EMIT stamp. At the end of the competition the

team must calculate their score on the summary sheet that was given to them at the beginning and deliver the sheet together with the control point pictures to the organisers.

The coordinates of the control points are given in WGS84 format (degrees and minutes with three decimals).

Control points sign support (tree etc.) must never be used for winching.

Control point signs and their supports must not be damaged, run over, moved, removed or hidden to competitor's own benefit or to harm other competitors. Competitors violating this rule will be disqualified.

Penalty can also be implemented after the race e.g. banning participation in one or more of the future competitions.

If the control point sign is missing or loose, or it is obvious that it has moved or been moved, the competitors must immediately inform the organisers.

7. MAPS AND CONTROL POINT LISTS

When possible, the organisers will provide the teams with at least a general map of the competition area with the competition center location, control point areas and e.g. forbidden areas marked on it. The map may also have marks for features relevant to safety matters.

If more accurate maps are provided to the competitors, the organisers may also mark control points on the maps. Possible maps may be handed out before the start.

The lists of control points are handed out few hours before the start and are usually provided only on paper.

The control point list has the following information: control point number, description, control point value and coordinates. The coordinates may be given in several formats and the description may also be given in a language other than Finnish.

All CUP competitions shall use a control point list as similar in appearance as possible.

8. VISITING CONTROL POINTS

A visit to a control point is proven either by a digital photo or using an EMIT stamping device.

8.1 Specific regulations for photographing

A visit to a control point is proven by taking a digital photo. When necessary a team may use several cameras or memory cards. The car is driven next to the control point and competitors take a picture showing one of the team members touching with his/her hands both the car and the control point sign. The number of the control point as well as the registration number plate of the car or the competition number tag must be clearly visible in the picture.

Examples of acceptable control point pictures:



THE COMPETITORS MUST PAY SPECIAL ATTENTION THAT THE CONTROL POINT PICTURE CLEARLY SHOWS SIMULTANEOUS TOUCHING OF BOTH THE CAR AND THE CONTROL POINT SIGN. BOTH TOUCHES MUST BE CLEARLY VISIBLE IN THE PICTURE.

THE CAR AND THE CONTROL POINT SIGN MUST BE TOUCHED WITH THE HANDS (PALM AND FINGERS).

THE PICTURE MUST ALSO CLEARLY SHOW THE COMPETITION NUMBER OR REGISTRATION NUMBER PLATE OF THE CAR. ALSO THE CONTROL POINT NUMBER MUST BE CLEARLY VISIBLE IN THE PICTURE.

IF IT GETS DARK DURING THE COMPETITION SPECIAL CARE MUST BE TAKEN TO MAKE SURE THE REQUIRED ELEMENTS ARE VISIBLE IN THE PICTURE. NOTE THAT A BLACK GLOVE ISN'T VERY VISIBLE ON A DARK SURFACE.

Touching in the control point pictures must be to the fixed parts of the car. Only the doors in the side of the car may be used to increase the car dimensions. Other doors and hatches may not be used to improve dimensions, and a touch to these is counted only if they are clearly and completely closed. However, these hatches can be opened to allow the car to be identified better in the control point pictures. Hatches and doors should be hinged only on one of the edges, the doors in the side of the car on the front edge.

When necessary competitors may take several pictures of a control point to insure at least one of them clearly shows the simultaneous touching of both the car and the control point sign.

The minimum resolution for pictures is 800x600 pixels and the teams should make sure they have sufficient picture storage capacity and enough batteries for the whole duration of the competition. It is highly recommended that the memory card contains only pictures related to the competition. The picture must be of some common picture format (tiff, jpeg, etc.). Video is not accepted as a control point visit picture.

The competitors may give the control point pictures to the organisers also during the competition, if the organisers are prepared for this.

The camera used must have a detachable memory card. Most common memory card types are accepted (e.g. Secure Digital, Multi Media Card, Memory Stick, Compact Flash, Extreme Digital etc.). A mobile phone with a built in camera may be used, if it meets the above requirements, and the pictures are stored to a detachable memory card. The control point pictures can also be delivered to the organisers using a USB memory stick or a CD-ROM.

The organisers reserve the right to use all the pictures delivered for the results calculation.

8.2 Specific regulations for EMIT stamping

A visit to a control point is proven by driving the car close enough to the control point for the attachment wire of the EMIT stamping device to reach the opposite mating piece attached to the control point.

Competitors must return to the competition office to empty their EMIT device regularly, since it only has room for a limited number of stampings. The teams will be informed about stampings capacity of the device at the drivers meeting.

All cars must have a fastening loop inside the car for the wire used to fasten the stamping device reliably to the car. The loop must be attached to the car so, that that it cannot be moved during the competition (e.g. welding). The loops inside diameter must be between 20 and 40 mm and it may not be detachable with normal hand tools. The loop should be placed so that the attaching wire does not become to the subject of mechanical or chemical stress.

The length of the wire connecting the stamping device to the car is the same for all cars in the competition, typically 3 meters.

If the stamping device wire breaks or the team loses the stamping device, all points that were in the device since their last visit to the competition office are invalid. Once the device is re-fastened to the car by the organisers the team may continue the competition. The fastening point must remain the same all through the duration of the competition.

If the stamping device gets lost or broken the competitors must pay the organisers the current value of a new device. Once payment has been made the organisers will provide the team a new device and they may continue the competition.

In case of tampering of the mating pieces attached to the control points (detaching, moving, damaging, hiding etc.) the competitor will be disqualified and also must pay for any and all costs the organisers have suffered from such action.

9. DRIVERS MEETING

Before the start there is a drivers meeting, where at least the following issues are addressed:

- The schedule for the competition
- Penalties, also for being late at the finish line
- Possible changes to competition rules
- Reminder of the responsibility of the competitors for their own actions
- The most important safety issues (seatbelts, speed limits etc.)
- Reminder of the no-littering policy and instructions on what to do in case of fluid leaks
- Behaviour off the road (only use existing tracks etc.)
- Other environment issues (tree protecting winch straps etc.)
- Other safety issues and limitations (open fire, welding sites etc.)
- Reminder of everyone's responsibility to give assistance in emergencies
- How to reach organisers when necessary (office, phone number)
- Possible instructions on radio traffic, frequencies and channels

At the end of the meeting competitors may ask questions on issues still unclear to them.

The organisers are required to arrange the PA-system in a way that ensures that all participants can hear what is being said.

10. PENALTIES

The organisers may publish a list of penalties if they wish to use milder forms of punishment besides disqualification. The list may contain penalties for the following offences:

- Speeding
- Littering
- Open fire or welding outside the organiser appointed sites
- Using or carrying an axe, a saw or a chainsaw
- Making new tracks, or widening existing tracks
- Felling or damaging a tree
- Breaking or crossing a limiting sealing off line
- Winching from the control point sign support
- Driving along a power line or winching from a power line pole
- Failure to report fluid leaks or intentionally continuing to compete with a leaking car
- Other actions that breach the rules or cause danger
- Unsportsmanlike behaviour

Organisers will name the persons entitled to issue penalties. A penalty may be issued either by personal observations of one of the named persons or based on reliable information that was received by such a person. If a penalised competitor is not satisfied he/she may file a protest either during the competition or within 30 minutes of finishing the competition. The protest will be handled immediately after the protest fee has been paid.

11. REGISTRATION AND COMPETITION FEES

The competitors should register themselves to each competition in advance before the deadline set by the organisers. It may be possible to register even after this date, possibly even at the competition center if the organisers can accept late registrations.

Each team consists of at least two competitors (driver and co-driver). In addition there may be additional co-drivers up to the number of (registered) seats and seatbelts in the car. Team members may swap duties freely during the competition, but the person driving the car must have a valid driver's license.

All team members must remain with the car all through the duration of the competition. In case of injury or other serious reason the organisers may allow a team member to step down. If the team still has at least two members they may continue the competition. Under exceptional circumstances the organisers may also allow a service person to become a competitor, or allow a competitor to switch from one team to another.

Competition fees are competition specific and amount is around 100-150 EUR per team. Fees may also vary between competition classes. All payments are made to the bank account of the organisers or in cash at the competition office. Payments made in cash may be slightly higher, though, to cover to cost of additional handling.

In case of not being able to attend a competition the fees will be returned as follows:

- cancellation latest one month before the competition: 100% re-imbusement
- cancellation latest one day before the competition: 50% re-imbusement

It is also possible to register service personnel and service cars to the competition. Any car taking part in the competition can only be repaired by the competitors themselves and registered service personnel. There is no separate fee for additional co-drivers and/or service personnel/cars.

The competitors must be able to provide proof of payment if the organisers so require.

Registration is only valid after all payments have been made in full. A registration will be confirmed either by email or a letter in 2 weeks time from the date of registration or a month before the competition.

The organisers reserve the right to limit the number of cars in the competition. In these cases the teams taking part in other CUP events have higher priority.

The following information must be provided when registering:

11.1 Team

- The name of the team
- Nationality
- Sponsors (if any)
- Competition class
- Driver
- Co-driver
- Other co-drivers (if any, names)
- Service personnel (if any, names)
- Service cars (if any, make, model, registration number plate)
- The phone number of a GSM phone in the car during the competition

11.2 Car

- Make and model
- Registration number plate
- Tire size
- Portal axles yes/no
- Other information (optional)

11.3 Contact person

- Name
- Address (street address, post office name and number, country)
- Phone number
- E-mail address

12. CONTACT INFORMATION FOR THE COMPETITION SERIES

Competition series e-mail address: officup@gmail.com

Competition contact persons: www.4x4cup.com/yhteyshenkilot (in Finnish)

Special thanks to the following persons: www.4x4cup.com/erikoiskiitokset (in Finnish)

More information about the rules: www.4x4cup.com/kysymykset (in Finnish)