

NTC WITH NSW AMENDMENTS

THIS IS AN UNOFFICIAL DOCUMENT COMBINING THE NATIONAL TOURING CODE 2018 AND CURRENT NSW STANDING TOURING BULLETINS TO FACILITATE READING AS A SINGLE DOCUMENT.

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NSW STANDING TOURING BULLETINS 2 and 3 WERE ADOPTED BY THE NSW STATE COUNCIL ON 7TH APRIL 2018 FOLLOWING THE ADOPTION BY CAMS OF THE NATIONAL TOURING CODE 2018.

THE OFFICIAL REFERENCES IN SUPPLEMENTARY REGULATIONS FOR NAVIGATION ASSEMBLIES SHOULD BE "NATIONAL TOURING CODE" and NSW STANDING TOURING BULLETINS 2 & 3."

Details from the NSW Standing Touring Bulletins (STBs) are italicised and have been noted as STB with the numeric identifier from the Bulletin. Original text drawn through are deleted by the Bulletins.

Standing Touring Bulletins 3.1 (NCR 19B) and 3.2 (NTC 5.6) have been adopted by the NSW State Council as mandatory for Navigation Assemblies within NSW and the ACT.

All other Standing Bulletins reflect best common practice in NSW/ACT and their inclusion in this form can minimise additional drafting of Supplementary Regs.

Several definitions previously used are reproduced from the National Rally Code (NRC) at the start of Section 2 "DEFINITIONS" below.

1. INTRODUCTION

- (a) NCR defines a Navigation Assembly as:
- (i) A competition, in which participants use navigation to arrive at a point/s determined beforehand and which may include additional competition/s (other than any Speed Event, Race, Rally or Off Road event).
 - (ii) Conditions for a Navigation Assembly shall comply with the National Touring Code.
 - (iii) Each participant may be required to report at a prescribed point/s.
 - (iv) A late time limit shall be set for each ~~section~~. No intermediate limit of time within a ~~section~~ may be set
(STB 3.1 deletions and additional article)
The late time limit permitted under para (iv) shall be expanded to a Division and that one day's running time of 8 hours or less may be broken into no more than 2 Divisions. If the running time exceeds 8 hours then a third Division may be added.
 - (v) No award of a prize valued at over \$500.00 may be allocated in respect of a Navigation Assembly.
- (b) Each driver must hold a minimum of a CAMS Non Speed licence.

NOTE: timed road sections are not permitted in the competition; in such cases the event is either a Rally or Touring Road Event.

2. DEFINITIONS

Bulletin (Reproduced from NRC 1.5)

Further Regulations issued after the publication of Supplementary Regulations intended to modify, clarify or complete the Supplementary Regulations. They should be dated and sequentially numbered, and approved by CAMS prior to the commencement of the event or by the panel of Stewards thereafter. These Bulletins so issued then form an integral part of the Event Supplementary Regulations. All crews are bound by a Bulletin once so issued. Event Organisers may where reasonably possible require that crews sign or otherwise indicate their acceptance of a validly issued Bulletin as a condition of being further permitted to participate in the Event. For the purposes of the NTC the words "competitors" have been replaced with "crews".

Late Time (Reproduced from NRC 1.12)

The cumulative period of time by which a Crew is late (i.e., exceeds the scheduled times allowed or target times) at Time Controls in a Leg (Division) calculated from the beginning of the Leg (Division), excluding time held in Control and all Allowable Time.

For the purposes of the NTC "Leg" is synonymous with "Division".

Permit (Reproduced from NRC 1.17)

Document issued by CAMS following recommendation of the Event Checker, by which CAMS' permission to conduct an event is confirmed.

Quiet Zone (Reproduced from NRC 1.20)

Part of a Transport Section or Liaison where vehicles must travel so as to be as inconspicuous as possible and not draw the attention of, or create any nuisance to, the public.

2.1 Briefing

A meeting called by the organisers for participants and, where required for officials to give general information relating to the event, allot starting time, the display of boards to be used during the event etc. Any alteration to Regulations or Route Instructions issued at the Briefing must be in written form.

2.2 Checker

A person appointed to check and traverse the intended route prior to the event and compare it with the Route Instructions, to point out any errors or ambiguities to the Clerk of the Course of the event for rectification, and to ensure that the route is fair, passable, safe and in accord with current regulations and best practices. The Checker may also have authority to check and oversee organisational aspects of the event.

2.3 Competitor

As per NCR.

2.4 Control

A defined, marked area which may be manned by Control Officials or unmanned. Relevant data of each vehicle's compliance with instructions is recorded at Controls which may be either:

- (i) **Major Control:** A control located at the start or finish of a Section or Division.
- (ii) **Passage Control:** A Control located between Major Controls to verify observance of the specified route and/or compliance with the Regulations.

2.5 Control Card

The duplicate record of each crew/vehicle's compliance with instructions at each control which is retained by the control official.

2.6 Control Official/s

An official manning a control for the purpose of recording data relevant to the performance of each crew/vehicle and relaying instructions to the crews. A control official is a "Judge of Fact" with respect to matters relating to any performance of a crew and/or vehicle occurring within the vicinity of their control.

2.7 Crew

Those people nominated by the Competitor and accepted by the organisers to travel in the entered vehicle.

2.8 Division

A group of consecutive sections.

2.9 Documentation

Event documentation shall consist of:

- (i) Supplementary Regulations;
- (ii) Entry Form;
- (iii) Any Further Regulations/Bulletins;
- (iv) Scrutiny Sheet; and/or
- (v) Route Instructions, Maps and/or Road Book/s.

2.10 Finisher

A vehicle with crew which completes the event in compliance with the event regulations.

2.11 Judge of Fact

As per NCR.

2.12 Map Reference

A location on the official map which may be a grid reference or a clearly identifiable feature which is referred to in the Route Instructions.

2.13 Observation

Information to be collected, by each crew, at a specified location or route instruction.

2.14 Official Map/s

Those maps specified by the organisers as being necessary for interpretation of Route Instructions and other directions.

2.15 Road Card

The official document held by each crew on which is recorded details of the activity of the crew/vehicle throughout the event.

2.16 Route Chart (see Route Instructions)

(a) A listing of consecutive odometer readings with corresponding instructions using:

- (i) cumulative distance - odometer readings representing the distance between the start of the route chart and the relevant instructions; and/or
- (ii) intermediate distances - odometer readings representing the distance between consecutive instructions.

2.17 Route Instruction/s

(a) Data issued to each Crew from which the route is derived. It may be in one or more of the following forms:

- (i) route chart;
- (ii) tulip diagram;
- (iii) strip chart;
- (iv) the centre of a letter underlined *and bold* in a word; (*STB 3.3 addition*)
- (v) grid reference;
- (vi) description of the roads shown on the map;
- (vii) 'within 1 km of a specified feature'; and/ or
- (viii) map references in any other form permitted by the regulations for the event.

(b) Information to derive the route shall be taken from documents in the following order of precedence:

- (i) Written alterations to the Route Instructions advised during the course of the event;
- (ii) Route Instructions;
- (iii) Further Regulations/Bulletins in reverse order of issue; and
- (iv) Supplementary Regulations.

2.18 Section

The portion of the route between two successive Major Controls and to which a late time limit may apply, to allow for the practical completion of a Section, Division or event.

2.19 Shortest Mapped Route

The route that is the shortest determined from the official map/s, *which shall take the form of either Shortest Mapped Route Overall or Shortest Mapped Route Point to Point as defined in Articles 2.20 and 2.21 or in a manner as otherwise defined. (STB 3.4 added words)*

2.20 Shortest Mapped Route Overall

Shortest Mapped Route Overall is that mapped route which is shortest from start to finish of a section and which passes through each Via point without using any portion of the route in opposing directions. Any Via will not necessarily be passed through in the same order as that given in the Route Instructions.

2.21 Shortest Mapped Route Point to Point

Shortest Mapped Route Point to Point is the Shortest Mapped Route between each successive Via in a Section in the order listed in Route Instructions, without using any portion of the Section in opposing directions. ~~and with no single location so specified to be visited more than once.~~

A location identified as a Via may be re-visited but only after first visiting it as the Via. (STB 2.9 words deleted and sentence added).

2.22 Strip Chart (also known as Herringbone)

A diagrammatic representation where the required route is shown as the centre trunk of the chart and each other road is shown as a branch. Where the strip chart represents an unmapped road the chart must identify the distances between successive branches.

2.23 Supplementary Regulations

As per NCR.

2.24 Team

A group of vehicles and/or crews which may be required to satisfy special conditions to qualify for awards as specified by the Supplementary Regulations.

2.25 Tulip Diagram

A diagrammatic representation of the location at an appropriate odometer reading depicting the route to be followed.

2.26 Via

A *Route Chart*, feature, specified location or point on the route, to be visited which must be specified in Route Instructions. *(STB 3.5 added words)*

2.27 Visual Route Check

An Observation designed to check that each Crew and/or vehicle is following the route as set down by the organiser. The form of such Observation must be identified in the Supplementary Regulations.

3. NAVIGATION

3.1 ROUTE INTERPRETATION

- (a) *The route to be followed is that derived from the Route Instructions, interpreted from the information given the Touring Code and Supplementary Regulations and other event Documentation. No route shall be derived that will require vehicles to travel in an opposing direction to that already used in that Division unless specifically stated. (STB 2.1 deletions and additions of article)*
- (b) Each Section is a separate entity. The instructions, limitations etc. of any Section are irrelevant to any other Section, unless specifically issued for a Division or multiple Sections, and except for those restrictions included under Article 4 Control/Course Procedures.
 - (a) Whether mapped or unmapped the route to be followed between Major Controls and through specified locations is optional unless specified otherwise (e.g. shortest mapped route) in Route Instructions. ~~The order of passing through specified locations within a Section is also optional (Repetition)~~
 - (b) A crew is deemed to have completed a Section when, having departed from the Major Control at the start of the Section, it enters the Major Control at the end of the Section for the first time.
 - (c) A Route Instruction to travel via a specified road shall be interpreted as a requirement to proceed along part of that road. If the requirement is to proceed along a specific part, or the full length, of that road then such requirement must be explicit. Crossing a road may not be interpreted as travelling via that road.
 - (d) Entry to Controls or Via points shall be along mapped roads unless otherwise specified in Route Instructions.

3.2 ROUTE INSTRUCTIONS

- (a) Route Instructions may be issued at any Control. The location of each Major Control in a *Division* shall be issued at or prior to the start of that *Division*. *(STB 3.6 deletions and additions)*
- (b) No Crew shall be required to depart a Control at which any new instructions are issued within 2 minutes of receiving those instructions.
- (c) Where Route Instructions for a group or groups of Sections are issued simultaneously, the number of pages issued must be nominated in those instructions. It is the responsibility of each Crew to obtain such Documents and no allowances shall be made should a Crew neglect to obtain Route Instructions,

parts thereof, Road Card/s or Official Maps.

- (d) Where the Route Instructions for a Section extends on to more than one page, all pages should show Division and Section identification prominently on each page of the Route Instructions and shall be sequentially numbered.
- (e) Where the Route Instructions require each Crew to leave a Control in a specific direction, that instruction must be first amongst the "Via" instructions for that section.
- (f) The Route Instructions for each section must list:
 - (i) Section number;
 - (ii) Section name (if any);
 - (iii) Official Maps;
 - (iv) Control location/s;
 - (v) the approximate length of the Section *or information that will allow the approximate distance to be deduced (STB 3.7); and*
 - (vi) the distances to a refuelling location should be advised at least on a daily basis.
- (g) Any alteration to the Route Instructions must be in writing. A copy of such alterations must be shown to or given to each participating crew which may be required to sign acknowledgement of receipt of the information.

It shall be deemed as sufficient compliance with this article that the alterations are displayed at and advice of the display is advised at a briefing prior to the commencement of the event. (STB 3.8 para added)

- (h) **Direction information.**
 - i) A 'Z' Board will be placed on any part of the route where a change in the instructions is prescribed by the Director and shall specifically be placed where the prescribed route is impassable.
 - ii) *Direction information that will relate to each 'Z' Board shall be included as part of the Event Documentation. Any re-directional instruction to avoid an Out of Bounds or an obstruction shall be interpreted as requiring a route to be selected to the next specified point (Via or Control) unless the re-direction includes the instruction to 're-join the route at a certain point or other contrary direction'. (STB 2.2 additional article)*

3.3 CAUTIONS

- (a) The Route Instructions may identify hazards along the route that are considered as appropriate to be drawn to the attention of participants either by words in the instructions and/or by signage on the ground. These shall be called Cautions.
- (b) Wherever the word "Caution" is used, its degree shall be indicated by the use of exclamation marks as follows:
 - (i) One exclamation mark (!) indicates a hazard where difficulty might be encountered if the crew were unaware of the hazard. It is not necessary to use the instruction "caution" with this indication.
 - (ii) Two exclamation marks (!!) indicate a situation where damage to a vehicle or crew could result from negotiating the hazard without due care. This indication shall be used in conjunction with the instruction "caution".
 - (iii) Three exclamation marks (!!!) indicate a severe hazard which cannot be negotiated without significant care. This indication shall be used in conjunction with the instruction "extreme caution".
- (c) Whenever exclamation marks are used the instruction must describe the hazard.
- (d) Whenever two or three exclamation marks are used in the instructions the hazard shall be marked on the route by caution boards displaying the same symbols

3.4 ABBREVIATIONS

The following abbreviations taken in context may be used in Route Instructions:

BL	Bear left	THL	Turn hard left	TJ	“Tee” junction see below
BR	Bear right	THR	Turn hard right	TL	Turn left
E	East	RBR	Road bends right	TR	Turn right
FMR	Follow main road	RBL	Road bends left	TVHL	Turn very hard left
FMT	Follow main track	RD	Road	TVHR	Turn very hard right
GR	Grid reference	RGR	Road goes right	UM	Unmapped
KL	Keep left	RGL	Road goes left	W	West
km	Kilometre	RJ	Road junction	XR	Cross road
km/h	Kilometre per hour	S	South		
KR	Keep right	SO	Straight on		
N	North	SP	Signpost		

EOS End of Section

FCOR Free Choice of Road

GL Grid line

GS Grid square

OOB Out of Bounds

RA Roundabout

RS Railway station

RW Railway line

SMR Shortest Mapped Route

TJ Tee Junction, where the RJ is to be entered from the stem of the Tee

(STBs 2.3 and 3.9 added extra abbreviations)

NOTES:

“Caution”, “Proceed with Caution” and “Railway Crossing” must not be abbreviated.

“Keep” implies continuing on the same road or a road of similar character. “Bear” (R or L) requires leaving the original road to travel along another, usually at a fork, or a junction where the change of direction is less than 90°. The use of the word “Veer” as an instruction is not permitted.

3.5 MAPS

- (a) The Official Maps for an event must either be nominated and fully identified in Event Documentation, or be supplied by the organisers of the event. *Where parts or excerpts of maps are supplied by the organisers then the origin, original date of issue, legend and scale for the map shall also be given. (STB 2.4 additional sentence).*
- (b) For the purposes of an event each place, intersection, road and other feature named or described in Route Instructions is deemed to exist as shown on the Official Maps. *Where a road shown on a map is intercepted by any name or map symbol then it shall be deemed to join up as a mapped road. (STB 2.5 additional sentence).*
- (c) If a point appears on more than one Official Map or is named or described in Route Instructions then the relevant map must be expressly identified for each point or a priority of maps designated.
- (d) The Organiser shall not be responsible for any inaccuracies or omissions on maps.
- (e) Where Route Instructions specify any point on a map, then that point must be specified with respect to features which are identifiable on that map, e.g.:
 - (i) “Creek Crossing GR731028”, not merely “GR731028”
 - (ii) “RD400 metres N of RJ GR675504”, not “GR675504”
- (f) If a road junction, re-alignment, unmapped road or similar is located less than 2mm apart on the map, or using the scale of the map an equivalent distance on the ground, identification or clarification of the direction intended to be taken must be given (e.g., 2mm for a 1:100,000 map equals 200 metres, 2mm for a 1:250,000 map equals 500 metres). *Adequate identification or clarification as required above, of a road, road junction or location shall be deemed to be given where the angles and/or bends and/or number of roads and/or orientation and/or topographical features are similar to a road, road junction or location on the ground. (STB 2.6 additional sentence)*

(g) *Free Choice Of Road (FCOR).*

i) *Where the Clerk of Course considers that reasonable positive identification of the mapped roads may not be possible then that segment of route will be identified as 'Free Choice of Road'.*

ii) *Any check of the route that is done on a 'Free Choice of Road' segment, by way of Passage Controls (manned or unmanned) or Questions shall be done on the obvious road with re-alignments ignored.*

iii) *Access roads no longer than 500 metres long, that link sections of mapped roads that have been intercepted by unmapped roads are deemed to be 'Free Choice of Road' (STB 2.7 additional article.)*

3.6 SHORTEST MAPPED ROUTE

(a) The Shortest Mapped Route shall be the Shortest Mapped Route Point to Point unless Shortest Mapped Route Overall is specified.

(b) ~~In any Section using Shortest Mapped Route Point to Point a penalty shall be applied for visiting a Via more than once (STB 2.9 deleted article).~~

(c) A Shortest Mapped Route of either type may be specified for an entire Section or for a portion/s of a Section.

(d) Where the Official Map for a Section shows a distance on every road to be traversed, the correct route shall be determined only by the sum of those distances.

(e) If measuring aids are necessary to determine the Shortest Mapped Route between any two points and the length of any alternative course is less than 1 km or 5% different from the correct course (whichever is the greater), then additional information shall be given to determine the correct course.

(f) Identification of the Course between Vias

Where it is required that crews derive a route between 'Vias' that comply with Intermediate Instructions, then these Intermediate Instructions may be completed in any order, while deriving the SMR between the Vias. However the Intermediate Instructions should be visited in sequence when the words 'then' and/or 'followed by' between the instructions. (STB 2.10 additional article.)

(g) *Unmapped Roads shall be deemed as 'mapped' roads where two extremities of an Unmapped Road are identified or otherwise referred to in the Route Instructions. Where mapped roads only are to be used then Unmapped Roads may only be used if deemed as 'mapped' for that Division unless another segment of the event is specified. (STB 2.11 additional article).*

3.7 TULIP DIAGRAMS

(a) Where a tulip diagram is included in the Route Instructions, each shall appear in an area generally not less than 20mm x 26mm and which would normally show:

(i) the route to be followed, by arrows;

(ii) the entry direction vertically upwards;

(iii) the relative width of roads by the thickness of the lines in the diagram;

(iv) significant lesser quality roads or transfers from sealed to gravel roads (or vice versa) by use of dotted lines;

(v) the location of any hazard, signpost, course marker and control; and

(vi) the degree of any hazard by the use of exclamation marks (Cautions).

3.8 OUT OF BOUNDS

(a) Where an Out of Bounds instruction is included in the Route Instructions:

(i) Any point, road or area specified as Out of Bounds may not be entered, crossed or traversed, unless Route Instructions allow otherwise, however, if a road is specified as being Out of Bounds between two points, it may only be crossed or turned off at these end points.

(ii) Unless the Supplementary Regulations specify otherwise then an Out of Bounds condition shall apply for the whole event.

3.9 BANNED EQUIPMENT

- (a) Use of any device that uses Global Positioning technology to show a location on the surface of the earth or to give information that a location can be derived and/or contains electronically stored maps is banned. The use of a mobile phone or radio transmitter, except in case of emergency, is also banned. (STB 2.8 Article added)

4. CONTROL/COURSE PROCEDURES

4.0 There may be two types of Controls, Major Controls and Passage Controls.

Major Controls will be identified by signs displaying a red 'M' on a white board.

If the Major Control is unmanned then an alpha and/or numeric identifier will also be displayed on the control board. The location of Major Controls will be notified in the Route Instructions.

Passage Controls may be located anywhere along the correct or incorrect route.

A manned Passage Control will be identified by a red 'P' on a white board.

There may be of two different types of unmanned Passage Controls: a Visual Route Check or a Z Board

A Visual Route Check (VRC) is identified by a white board with a large red 'P' and additional alpha / numeric identifiers in either red or black colour or other form as may be identified in the Supplementary Regulations and displayed at the briefing at the start of the event.

A Direction Board (Z Board) is identified by a white board with a large black or red 'Z' with additional black or red alpha/numeric identifiers

Directional and/or re-directional instructions relating to that specific board will be given in the Route Instructions.

Crews should travel very slowly and with caution if returning to the main road after encountering a Z Board as they may encounter approaching traffic.

(STB 2.12 Added whole article 4.0)

4.1 CONTROL/COURSE MARKERS

- (a) The Standard Rally Boards specified in the NRC are preferred although boards of a similar size, lettering and colour may be used. A Crew which removes, alters, obstructs or interferes with a course marker may be excluded from the results.
- (b) Types of Control markers are:
- (i) ~~a board which identifies the Control boundary on the correct direction of entry to a Control;~~
boards which identify the Control boundaries on all possible entry directions to a Control;
(STB 3.10 deletion and addition)
 - (ii) a green lamp, where a Control is open between sunset and sunrise, or a flag or a board which identifies the location of a Control; and
 - (iii) a board which marks a start point.

4.2 CONTROL OPENING AND CLOSING

- (a) A Control shall open not earlier than one hour before, nor later than, the scheduled time of arrival of the first car of the field.
- A Control shall remain open until closed by the departure of the control official or by the removal of the Control identification boards. (STB 3.11 amplification).

4.3 PROCEDURE AT CONTROLS (GENERAL)

- (a) The Control Official has authority over all activities within the control area.
- (b) Unless otherwise instructed in Event Documentation, each Crew must present their Road Card, to a Control Official upon arrival to a Control, regardless of whether or not they are participating on the Section to which the Control applies and regardless of from which direction they may have arrived.
- (c) ~~The procedures to be followed when an unmanned control is encountered shall be detailed in Event Regulations.~~
To evidence reporting at unmanned controls the Crew should record on the Road Card, the alpha and/or numeric identifiers shown on the board displayed. Where the board is an 'M' or a 'Z' then **that letter (M or Z) shall also be recorded.** (i.e. M25 or Z2). (STB 2.13 replaced paragraph).
- (d) No Crew/vehicle may, within sight of a Control, deviate from a road to enter the control from the different direction. Any Crew seen by a Control Official in the normal course of their duties, on a route other than the correct route shall be noted to have entered that Control from the wrong direction. (STB 2.14 added sentence.)

4.4 PROCEDURE AT MAJOR CONTROLS

- (a) A Crew shall be deemed to have finished a section when:
 - (i) their vehicle passes a control boundary; or
 - (ii) a member of the Crew presents the Road Card to the Control Official at that Control.
- (b) A Crew may elect to stop their vehicle outside a Control area provided that they do not obstruct traffic. At night, parking and tail lamps shall be left on. A Control Official may require a vehicle to enter Control promptly.
- (c) A Crew member may enter the Control on foot and may remain in the Control area until the vehicle enters.
- (d) Each vehicle must enter each Control under their own motive power *with all Crew members present at the Control. (STB 3.13 added italics).*
- (e) *A crew which reports to a Major Control at the end of a Section subsequent to the Section in which they are competing, may elect to continue the original Section or may elect to commence the Section starting from that Control. (STB 3.12 new article added).*

4.5 CONTROL AREA BOUNDARIES

- (a) The Control area boundary must be identified by an approved Control marker/s. If the location is specified as a junction, intersection or road, then the Control area shall be the whole area within the fence lines for a distance of approximately 50m from the specified location.
- (b) If any of the fence lines referred to above do not exist in fact, then they will be deemed to exist 20m from and parallel to the centreline of the road.
- (c) If Route Instructions for the next Section specify an exit direction from the Control, then the Control area may be further extended up to 20m along the exit road.

5. DRIVING IN A NAVIGATION ASSEMBLY

5.1 CIVIL ROAD TRAFFIC REGULATIONS

- (a) Each Driver/Crew must comply with all relevant traffic regulations at all times and respect the rights of other road users, paying particular attention to obstruction of other vehicles, noise and legal speed limits.
- (b) Traffic regulations at all times take precedence over Event Regulations. A crew may be instructed to drive slowly, or quietly, or with some other constraint within or throughout a section.
- (c) Judges of Fact may be appointed to monitor compliance with the road traffic regulations.

5.2 CIVIL VEHICLE REGULATIONS

Each vehicle must comply with all civil road vehicle regulations.

5.3 PROPERTY DAMAGE

Any damage to public or private property must be reported to the next major control.

5.4 "DETOUR" AND "ROAD CLOSED" SIGNS

"Detour", "Road Closed" and similar signs must be obeyed and the correct route re-joined at the first opportunity unless event documentation specifically advises that the sign is to be ignored..

5.5 RETIREMENT

A crew/vehicle retiring from an event shall endeavour to notify a Control Official of that fact. Having retired, the crew/vehicle may not re-join the event

5.6 RE-JOINING AN EVENT

Unless precluded in the event regulations, any crew/vehicle which is temporarily unable to continue is permitted to re-join the event at a subsequent point, provided that:

- (i) the Crew advises a Control Official of their intention to re-join the event; and
- (ii) the vehicle re-joins prior to the passage of the Sweep Vehicle.
- (iii) *The Crew's request to re-join the event has been approved by the Clerk of Course (STB 3.2 additional sub article)*

6. SCORING AND RESULTS

6.1 RECORDS

- (a) The passage and compliance with instructions of each vehicle and Crew through and at the various Controls shall be recorded by a Control Official on the Road Card.
- (b) A duplicate record shall be kept by the Control Official on their Control Card.
- (c) The information recorded, as applicable, shall be:
 - (i) Direction of entry;
 - (ii) Time of entry;
 - (iii) Acknowledgement of observation;
 - (iv) Speed of participating vehicles; and
 - (v) Other relevant performance of a vehicle/crew.
- (d) It is the responsibility of the Crew to ensure that:
 - (i) the appropriate entries are made completely and correctly on their Road Card at each manned Control; and
 - (ii) they record the observations relating to any unmanned controls.
- (e) If a Road Card is lost or if there is a discrepancy between the Road Card and the Control Card, the Control Card may be taken as correct at the discretion of the Clerk of the Course.
- (f) An error of recording may be corrected by the Control Official and/or other judge of fact up to the time results are declared to be final.
- (g) An obvious error and/or omission on the Road Card and/or Control Card should be corrected by the Clerk of the Course after appropriate consultation.

6.2 PENALTIES

- (a) Crew performance shall be reported to the Clerk of the Course by officials of the event. Where the performances incur penalties under the regulations applicable to the event, the Clerk of the Course shall apply the penalties specified.
- (b) A penalty of exclusion shall be imposed where a Crew is found to have committed any of the following offences:
 - (i) Observed wilful interference with public and/or private property;
 - (ii) Dangerous driving;
 - (iii) Breach of CAMS Alcohol Policy, CAMS Anti-Doping Policy, CAMS Illicit Drugs in Sport Policy or other applicable CAMS Policy;
 - (iv) Falsification of an entry on road card;
 - (v) Failure to comply with any eligibility requirement;
 - (vi) Wilful interference with any course marker; and/or
 - (vii) Acting in a manner detrimental to the interests of the sport.
- (c) General scale of penalties (per infringement):
 - (i) A penalty of 30 points shall be imposed for:
 - (A) missing or failing to report to Passage Control;
 - (B) Entering or departing any Control in the wrong direction;
 - (C) Entering a Via more than ~~one~~ the permitted number of times in a Section using Shortest Mapped Route Point to Point; (*A consequence of STB 2.9*)
 - (D) Missing or incorrect information;
 - (E) Non-compliance with Route Instructions;
 - (F) Proceeding through out-of-bounds location;
 - (G) Traversing a Quiet Zone with excessive noise or speed; or
 - (H) Any breach of any regulation not otherwise provided for.

- (ii) A penalty of 60 points shall be imposed for:
 - (A) A Loss of a Road Card by the Crew;
 - (B) Failure to report to a Major Control;
 - (C) Exceeding the late time limit for a section;
 - (D) Failure to report damage in contravention of Article 5.1; and/or
 - (E) Failure to obey any specific or reasonable instruction of an official.
- (iii) The following penalty shall be imposed for exceeding a speed limit:
 - (A) A speeding offence detected by an official or civil authority shall incur a penalty of one (1) point per kilometre per hour over the applicable speed limit.
 - (B) A second speeding offence shall incur the penalty of exclusion.
- (d) *Manned or Unmanned Controls may be placed on the correct or an incorrect route. Where a Crew records a control (Manned or Unmanned) on the Road Card on an incorrect route and fails to record Passage Control(s) on the correct route they will be penalised for whichever route incurs the greater penalty. (STB 2.15 added article.)*

6.3 RESULTS

The results shall show each penalty on each Section including any deleted Section.

6.4 PLACINGS

- (a) The Crew with the fewest total penalty points shall be placed first and the others placed in order of total penalty points.
- (b) If two or more Crews accumulate equal total penalty points a tie shall be declared for the purpose of determining placings in the event. Event regulations may specify a method by which a tie may be broken to enable the awarding of trophies.

6.5 SUB-EVENTS

Event regulations may include special test/s and/or sub-event/s the results of which may be included in the results for the Navigation Assembly.

6.6 PROTESTS

For the purposes of the NCR the competition is deemed to have finished when the final control is closed.

7. EVENT ORGANISATION

7.1 ODOMETER CHECK

The Supplementary Regulations shall provide details of the official odometer check for the event.

Unless otherwise stated it will be the 5kms length of signposted test section established by the NSW Roads and Maritime Services. (STB 3.14 addition)

7.2 REFUELLING

The maximum distance between pump refuelling shall be 350km; notwithstanding, it is recommended that this distance not exceed 250km.

7.3 REST BREAKS

A rest break may be provided at the end of a Section or Division.

7.4 DIRECTION OF TRAVEL

Where event regulations permit the use of a road in opposing directions, those regulations shall include a warning of that fact.

7.5 OTHER COURSE VEHICLES

- (a) An official vehicle should traverse each section not more than three hours prior to the running of the event.
- (b) In all road events there should be a vehicle to sweep the course. A sweep car should traverse the course at the closing of each section. The Crew of this vehicle should, apart from driving over the course to clear controls, ensure that gates are closed, all signs erected by the organisers are removed, and any property damage is noted. The sweep car should also make a check for any missing participants.

7.6 CANCELLATION, ABANDONMENT, TERMINATION OF, OR ALTERATION TO AN EVENT

- (a) The organisers reserve the right to abandon an event if, in their opinion, the number of entries is insufficient, or if conditions constitute force majeure (see NCR 59).*
- (b) In the event of an organisational mistake occurring (e.g. incorrectly located control), the section/s or part/s thereof affected should be deleted from the results by the Clerk of the Course.*
- (c) If the event is terminated when only part run, the organisers shall determine placings among those Crews who have not retired or been excluded to that point.*

(STB 3.15 added whole article 7.6)