

## APPENDIX 33 STANDARD REGULATIONS FOR NAVIGATION TRIALS: 26 SEPT 13

Key: ~~deleted text~~ new text

Amendments are as follows:

### Art 3.3: now reads:

A minimum additional time allowance of 10 minutes, in addition to the 50 kph average, must be given between the first Control and the immediately following Time Point or Control and between the penultimate Control and the final Control.

### Art 3.12: now reads:

The start and finish of unmarked roads, which are part of the Trial route, and roads shown on the map which indicate the shortest route but which are in fact non goers must be listed on the preliminary Route Card. The only exception to this is where unmarked roads are used as part of a tulip diagram. The direction of travel at any change of direction/junction where the intended route is unclear on an unmarked road must be indicated to competitors by ball and arrow tulip diagram(s) with distance(s) from start of unmarked road given for each such location. Arrows may also be used, but not instead of the tulip diagram. Where an arrow is used, it must be placed on the approach to the change of direction/junction, and immediately before the change of direction/junction. The intended route across open ground must be clearly arrowed.

### Art 8.1: now reads:

Timing will be by Marshals' watches which must be capable of displaying seconds. Mobile Phone "clocks" can "auto-correct" without notice, and should not be used. All due times for competitors at Controls and Time Points will be indicated on the Time Cards. In all cases except during (but not start and finish of) Speed Regulation Sections and Regularity Sections, timing will be to the last elapsed minute. "Timing on sight" is only permitted for Speed Regulation Sections and Regularity Sections (Retros).

### Art 10.2: now reads:

Time cards must be issued not later than with the main route card. The onus is on the competitor to ensure that each time card is fully completed by the marshal, including a Marshal's Signature or Initialling in all cases and that all entries on the card are legible and authentic. Non-compliance may result in penalties (eg. for failing to visit a designated point). In particular, competitors will be deemed not to have visited any location for which there is no corresponding marshal's signature or initials on the Time Card. Clubs must issue clarification with final instructions as to whether time cards or marshals' sheets will take precedence in the event of a dispute. Where no clarification is issued, competitors' time cards will take precedence (except for instances where it is not possible for a judge of fact to record an infringement on the competitor's card, e.g. out of bounds, wrong departure, double visit etc.).

### Art 18.1: now reads:

Speed Regulation Sections (SRS) will be set at 48.28 kph (30 mph) (0.5 mile/minute) unless otherwise specifically stated. They will be no more than 32km (20 Miles) and no less than

**10 km (6.21 miles)** in length. The Clerk of the Course is required to include at least two Speed Regulation Sections in the route for events greater than 85 miles in length and at least one SRS for event of shorter length. SRSs will be located on tarmac roads and will include the most PR sensitive sections of the route. National Primary roads must not be used for SRS.

**Art 18.9: now reads:**

**Deleted – See 10.2 & 10.3**

**Art 21.2.1: now reads:**

Early arrival at a Control/Time Point (excluding Start Control, **first Time Point after Start Control**, first control/timepoint after mid-point halt, Intermediate time checks, the Time Point at the end of any Speed Regulation Section and the time point at the end of TRS **and the final Control**) - each offence – **50 marks**

**Art 21.2.5: now reads:**

At subsequent time points where competitors arrive before their original due time (after 21.2.4.) without exceeding the **50 kph** average: each offence: per minute early - **2 marks**.