

### Manual Amendment 36075

*These amendments have been authorised to the text of MotorSport Manual Edition 36.  
It is recommended that in addition to retaining a copy of this amendment that all parties modify the actual text in their Manual according to the following:*

#### Amendments to Appendix Five, Schedule T (Parts Two & Three) in Manual 36

1. Amend Part Two, Article 3 as stated in the schedule below.
2. Amend Part Three, Article 6, 10 and 17 as stated in the schedule below.
3. Amend Part Four, Diagrams as stated in the schedule below.
4. Amend Part Five, as stated in the schedule below.

#### 1. Item One:

##### Part Two: Introduction to Navigation Rallying

##### 3. Entering a Navigation Rally:

(...)

**3.2** All entries should be made either on the MotorSport Online system, or via the official entry form provided by the Organiser. An entry will not be deemed valid until an entry fee as prescribed in the SR is received.

**3.2.1** ~~(1)~~ The Organiser is responsible for ensuring that all details are complete before each competitor can start.

(...)

**3.9** The SR for a Navigation Rally shall prescribe whether Article ~~16.1~~ **14.1** Sealed Timepiece System, or Article ~~16.2~~ **14.2** Official Timepiece System shall apply.

(...)

**Reason:** *Periodic update of Schedule T.*

## 2. Item Two:

### Part Three: Rules Governing the Actual Event

(...)

#### **6. Checks and Controls**

**6.1** Except in touring sections/sub-sections, Checks and/or Controls shall be established at intervals to ensure that a competitor following the official or common route does not travel more than six(6) kilometres at any one time without encountering a Check or Control. The six(6) kilometre limit need not apply before the ODO nor ~~or~~ from the final check to final control where the control is within a city and provided:

(...)

#### **10. Intersections**

(...)

**10.3** Except as in ~~Article 15~~ or Article 16 no instructions which depend on specific angles may be used to describe direction changes.

**10.4** The SR and CRI may use the following definitions to describe intersections:

- (a) (1)** A tee is defined as an intersection in the shape of a “T” provided that the competitor has been travelling up the road forming the vertical leg of the “T”. *(Refer diagrams D16, D17, D18)*
- (b) (2)** A crossroads is defined as an intersection of four(4) roads. *(Refer diagrams D20, D21)*
- (c) (3)** A multiple is defined as an intersection of more than four(4) roads. *(Refer diagram D22)*
- (d) (4)** A roundabout is defined as an intersection encompassing an area around which traffic is only permitted to travel in a clockwise direction. A roundabout cannot be a crossroads, a multiple, or a tee. Instructions must indicate which exit or road on the left must be used to leave a roundabout. This instruction may be in the CRI or in the SR. *(Refer diagram D23)*
- (e) (5)** An imperfect is defined as being an intersection where the road to be followed is offset (either to the right or to the left) from the road on which the competitor has been travelling by not more than the width of the road on which the competitor has been travelling, but CRI must include definite instructions so as to be able to negotiate an imperfect intersection. *(Refer diagrams D24, D25, D26)*

(...)

## **17. Map Reading**

(...)

**17.5** ~~After satisfying all other map reading requirements, the shortest route to complete each instruction shall apply.~~

**17.6** **17.5** Where there is a choice of routes involving measurement to determine the shortest route then such difference in measurement must not be less than 0.5km.

(+) **17.6** A loop is where a competitor leaves a point and comes back to that point within one CRI. ~~Where it is possible to traverse the loop in either direction, the~~  
The organiser must state how to traverse the loop, ie. clockwise or anti-clockwise.

**17.7** Unless otherwise stated in the SR of the event, it is not permissible to use, or plot into, a blind road. A blind road is defined as a road which has no exit.

**17.8** ~~After satisfying all other map reading requirements, the shortest route to complete each instruction shall apply.~~

**17.8** **17.9** The reference table contained on the map is intended as a guide, and the diagrams shown in it are examples only.

(...)

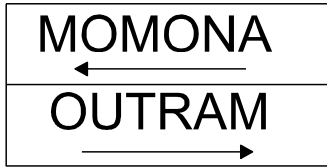
**Reason:** *Periodic update of Schedule T.*

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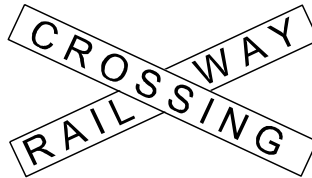
3. Item Three:

Part Four: Diagrams *(The diagrams referred to in the rules)*

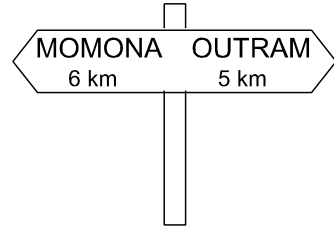
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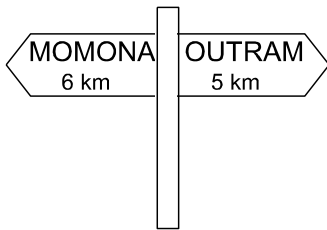
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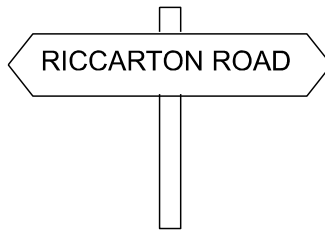
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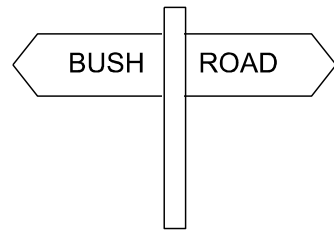
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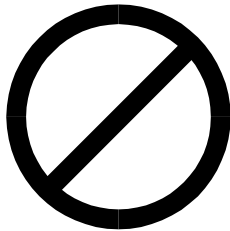
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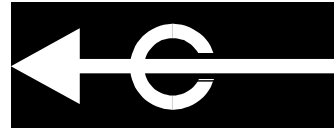
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D8



D9



D10



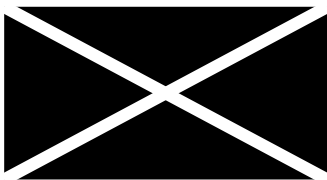
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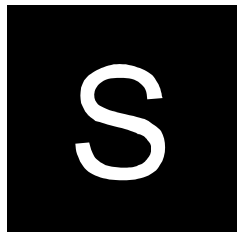
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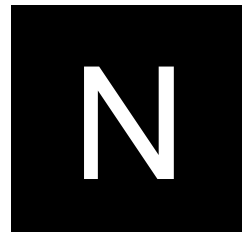
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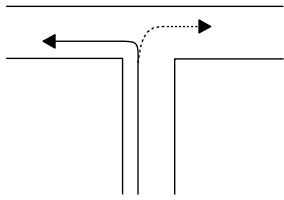
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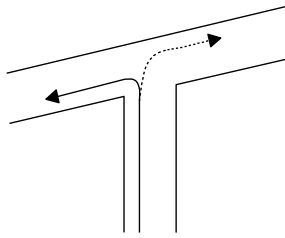
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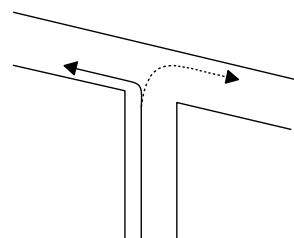
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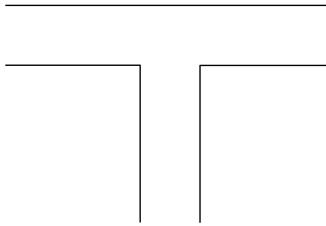
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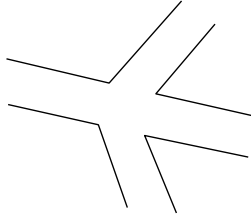
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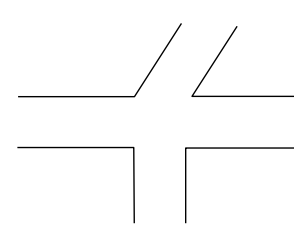
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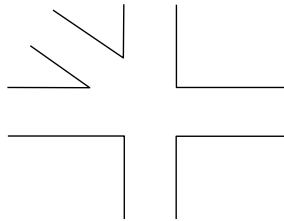
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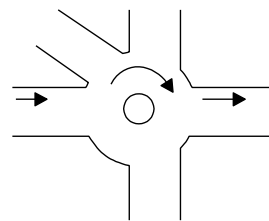
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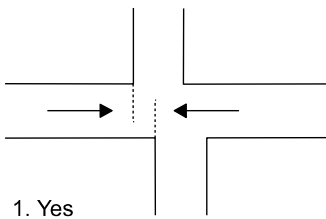
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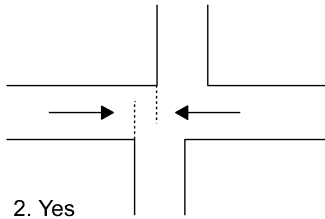
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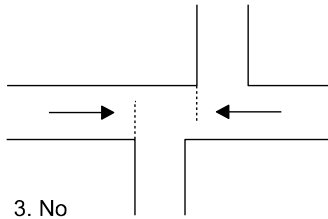
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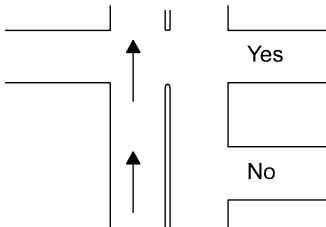
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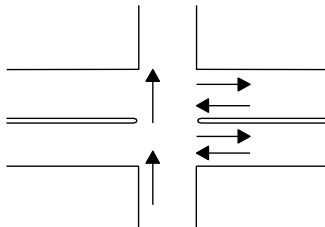
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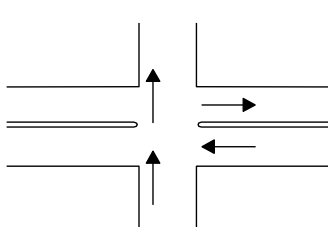
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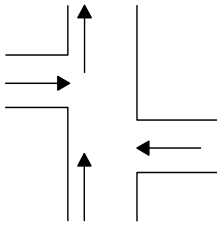
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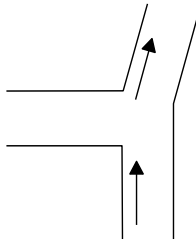
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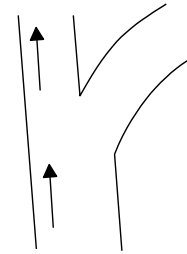
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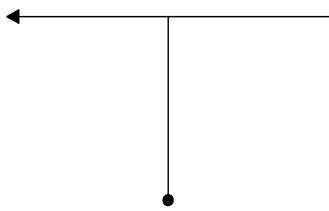
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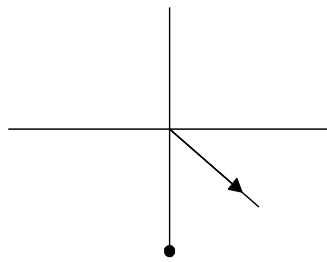
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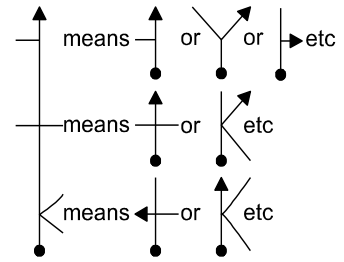
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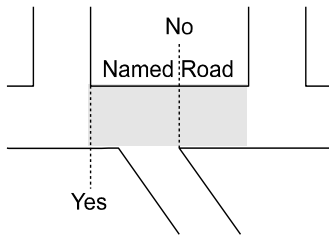
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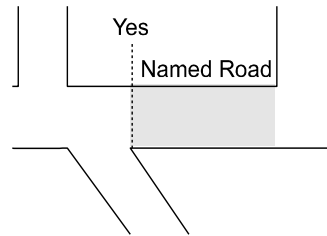
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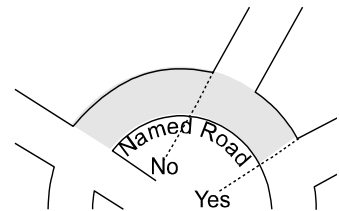
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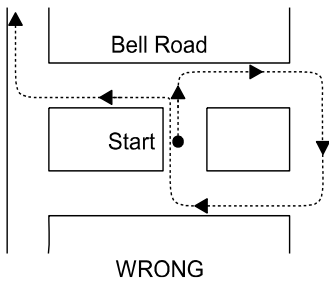
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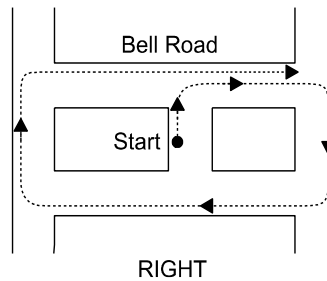
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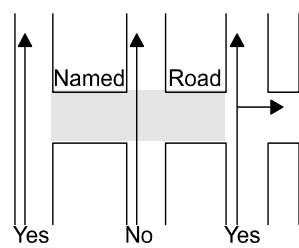
D39



D40



D41



Reason: Diagrams were missing from original Schedule.

**4. Item Four:**

**Part Five:** Helpful Hints

**Preparation for a club event**

(...)

- **Fill in and sign the entry form and pay any entry fee.**

(...)

**Reason:** *Periodic update of Schedule T.*

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This amendment is issued for MotorSport New Zealand Inc by the Administration



Elton Goonan  
Chief Executive Officer  
MotorSport New Zealand