

APPENDIX FIVE

SCHEDULE C - CLUBSPORT

Last updated: 1 September 2023

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| 36071 | 1 September 2023 | 1 September 2023 | Part One, Article 2 – Event Descriptions Part One, Article 3 – Organisation |
| 36019 | 1 October 2020 | 4 August 2020 | Part One, Article 3 – Organisation Part One, Article 6 – Passengers |
| 36016 | 29 April 2020 | 29 April 2020 | Part One, Article 5 - Competitors |
| 36008 | 11 July 2019 | 11 July 2019 | Part One, Article 2 – Event Descriptions Part One, Article 5 – Competitors Part Two, Article 5 – Competitors Part Three, Article 2 – Sporting Trials |

Part One – Standing Regulations covering all ClubSport Events, except Motorkhanas, Sporting Trials, Car Trials, and Regularity Trials

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Note: Amendments will be **visually highlighted** for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

MotorSport NZ will publish the following in separate publications:

- Articles governing the ClubSport Championship (annually)
- Articles governing the Hillclimb Championships (annually)
- Schedule CK – Standing Regulations for the Conduct of Sporting Trials
- Schedule T – Standing Regulations for the Conduct of Car Trials

Attention ClubSport Event Organisers: Please refer to Appendix Two Schedule H and the (separate publication) ClubSport Organisers Handbook for details on Event planning and organisation which should be read in conjunction with this Appendix.

Part One – Standing Regulations covering all ClubSport Events, except Motorkhanas, Sporting Trials, Car Trials and Regularity Trials

- 1. ClubSport Introduction:** ClubSport events are competitions held usually on a road, circuit or paddock, where the placings are decided by the time taken to complete the course, plus any relevant penalties. Included in this category of events are sprints (straight, bent and circuit), autocross and hillclimbs. Record attempts (both 'land speed' and 'endurance') do not come under the category of ClubSport events.

2. Event Descriptions:

- 2.1 Basic Status Events:** Basic Status Events are those where competitors (including those new to motorsport) can compete without the need for specialised vehicles and expensive equipment.

All competitors, save for those entering their first or second Event, shall be members of a Member club.

The Basic Status Events are defined as follows;

- (1) Autocross:** Run on a marked-out course on an unsealed or sealed surface. The course plan is free provided no straight exceeds 200metres in length on an unsealed surface, or 100metres in length on a sealed surface. Two(2) or more cars may run at intervals if the Clerk of the Course deems the course suitable.

A passenger may be carried at the discretion of the Clerk of the Course provided that Part One Article 6 of this Schedule is adhered to.

- (2) **Circuit Sprint (Single Car):** Run on a sealed circuit approved by MotorSport NZ. Cars may be started at intervals of five(5) seconds or more. When cars are started at these intervals the starting order shall be fastest to slowest i.e. faster cars starting earlier in the interval pattern so as to minimize overtaking. The maximum distance for each sprint session shall be six(6) laps of the circuit being used. If a car returns to the pit it shall not be permitted to rejoin for the duration of that session.

Event Organisers may, at the end of the competition, choose to hold a final “shootout” session. Each car participating in the session will be permitted one(1) “flying lap” as follows:

- (a) The car will exit the Pit Lane and complete that part of a lap until the car crosses the start/finish line, and then
- (b) Commence the “flying lap” and, at the end of the flying lap,
- (c) Drive around the circuit until returning to the Pit Lane.

Cars will be released slowest to fastest and only two(2) cars shall be permitted on the circuit at any one time, with cars being released from pit lane to commence their warm up lap once the previous car has completed their flying lap and is returning to pit lane.

A passenger may be carried at the discretion of the Clerk of the Course provided that Part One Article 6 of this Schedule is adhered to and either the driver or passenger holds a current MotorSport NZ competition licence.

- (3) **Competitor Coaching:** An Event run at a venue (sealed or unsealed) approved by MotorSport NZ for the purpose of coaching competitors in competition techniques.

The coaching program shall be detailed in the Event Supplementary Regulations and include at least;

- (a) Tutorial session covering aspects of car control, braking, racing lines and competition regulations; and,
- (b) Details of familiarisation drive at slow speed to expand on tutorial session; and,
- (c) Details of the competition runs.

All tutors shall be experienced competitors who hold, or have held a MotorSport NZ issued competition licence.

During any competition runs vehicles must be started at intervals of five(5) seconds or greater on sealed surfaces and intervals of thirty(30) seconds or greater on gravel surfaces.

- (4) **Standing Sprint (Single Car):** Run from a standing start over a measured distance up to a maximum of 400metres (¼ mile) on any surface or road that is straight for the entire measured distance and including the slow down area.
- (5) **Motorkhanas:** (refer Part Two – Standing Regulations for the Conduct of Motorkhanas).
- (6) **Triathlon (Group One):** A combination of three(3) different basic ClubSport Events, (e.g. a Motorkhana, an Autocross and a Standing Sprint (Single Car)), where the competitor uses the same vehicle in all three(3) events, run over one(1) weekend.

Results are calculated using the method described for the NZ ClubSport Championship, ensuring that each individual event contributes an equal amount to the overall result.

Note: *Competitor Coaching may not be included in a Triathlon (Group One) Event.*

(7) **Trials:** (refer *Part Three – Standing Regulations for the Conduct of Sporting Trials, Car Trials and Regularity Trials*).

(8) **Solo Drift:** is a competition where single car drifting is judged on set criteria such as Speed, Line, Angle, Clipping Point Proximity and Style. The result is determined by points scored.

2.2 **Advanced Status Events:** Advanced Status Events are defined as follows;

- (1) **Bent Sprint (Single Car):** Run on a road course, gravel or sealed surface, which has at least one(1) bend or curve. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time. The road may be used in either or both directions.
- (2) **Circuit Sprint (Dual Car):** Run on a sealed circuit approved by MotorSport NZ. Paired cars may be started at intervals of five(5) seconds or more. When paired cars are started at these intervals the starting order shall be fastest pair to slowest pair i.e. faster paired cars starting earlier in the interval pattern so as to minimize overtaking.
- (3) **Circuit Sprint (Multi Car):** Run on a sealed circuit approved by MotorSport NZ. All flag points required by the venue licence to be manned for Clubman's racing must be manned. Prior to this event being run a Circuit Sprint (Dual Car) must have been run on the same day, with all competitors in the Multi Car Sprint having completed two(2) Dual Car Sprints that day. A maximum of two(2) grids of six(6) cars may be started. If two(2) grids are used the fastest cars must be in the first grid. There must be a 30 second gap between the two(2) grids to ensure that there is no passing. Cars must be gridded fastest to slowest from times recorded in the Dual Car Sprints. The maximum distance for each sprint heat shall be four(4) laps of the circuit being used. During Multi Car Sprints Appendix Four Schedule Z flag procedures shall apply. Competitors must hold a M Grade Licence. (Temporary M Grade Licences are not valid for this event.) The Clerk of the Course must hold as a minimum a Silver Grade Race Licence, with Clerk of the Course Bronze licence holders assisting with the event organisation. An additional Drivers' briefing must be held covering flags, safety considerations, starting, first corner procedures etc.
- (4) **Grasstrack Racing:** Run on grass surface circuit approved by MotorSport NZ at least 400metres long and 10metres wide. Run with up to a maximum of eight(8) vehicles from a grid start over two(2) laps or more of the circuit. All vehicles shall be fitted with mud flaps behind the rear and driving wheels.
- (5) **Hillclimb:** Run on a road course, gravel or sealed, which is predominantly uphill from start to finish. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time.
- (6) **Rally Cross:** Run on a MotorSport NZ approved circuit at least 800metres long and 10metres wide, which may incorporate a water splash and other hazards. At least one quarter (1/4) and not more than one half (1/2) of the track length must be sealed. Cars run in fields from a grid start and complete a number of laps. All cars must be fitted with an approved safety cage and mud flaps behind rear and driving wheels, extending at least 50mm either side of the tyre, and to no more than 100mm above the ground.

Cars must also have a full windscreen of approved safety material and adequate windscreen washers.

- (7) **Standing Sprint (Dual Car):** Paired cars may run from a standing start on a MotorSport NZ approved measured distance up to a maximum of 400metres (¼ mile) on any surface or road that is straight and at least twelve(12) metres wide for the entire measured distance including the slow down area.
 - (8) **Flying Sprint (Single Car):** Run on a sealed straight surface at least ten(10) metres wide for the entire distance including run up and slow down areas. The maximum run up distance shall be one(1) kilometre, followed immediately by a maximum timed distance of 400metres (¼ mile). Any extension of the run up or timed distance would require a Special Event Permit (refer Appendix One Schedule E).
 - (9) **Street Sprint:** A single car sprint held on a road in residential or commercial (industrial or shopping) areas is defined as a street sprint. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time.
 - (10) **Triathlon (Group Two):** A combination of three(3) different Advanced or Basic ClubSport Events, (e.g. a Motorkhana, Bent Sprint and a Hillclimb), where the competitor uses the same vehicle in all three(3) events, run over one(1) weekend. Results are calculated using the method described for the NZ ClubSport Championship, ensuring that each individual event contributes an equal amount to the overall result.
 - (11) **Team Drift:** is a competition where two(2) or more cars drift in formation (not battling). The judging criterion is the same as for Solo Drifting judging combined with additional Team Drifting judging criteria. The Team result is determined by points scored.
 - (12) **Drift Battle:** is a competition where two(2) cars 'battle' for the racing line. Each competitor will have a 'lead' and 'chase' run per session. The judging criterion is the same as for Solo Drifting judging combined with additional Drift Battle judging criteria which may include, but is not limited to, Speed, Chase (battle only), Line, Clipping Point Proximity and (of course) Style. Placing may be determined by the elimination process where each placing is 'battled for'.
- Note:** Other judging criteria may be used such as, but not limited to, brake usage, proximity to other cars, entry speeds, drift box etc. The criteria used for a particular competition will be detailed in the Event Supplementary Regulations.

3. Organisation:

Important Note: Part Four of Appendix Two Schedule H details event safety requirements. It shall be read in conjunction with this Article.

- 3.1 An organising permit is required. Public liability insurance is automatically included in the permit cost. For in-depth Organiser details please refer to the ClubSport Organisers Handbook issued on request by the MotorSport NZ Office.
- 3.2 A Steward will be appointed for all Advanced Status Events and for Basic Status Competitor Coaching Events. An additional Steward will be appointed for ClubSport Advanced Team Drift and Drift Battle events.

For Basic Status Events (other than Competitor Coaching) a Steward or Safety Officer may, at the discretion of the Permit Issuing Steward be appointed should it be considered

appropriate to do so. Where appointed the Safety Officer shall assume the duties and authority of a Steward as they relate to safety only.

3.2.1 A licenced Scrutineer will be appointed for all ClubSport Advanced events.

3.3 Supplementary Regulations must be published for National permit status Series and Championship events.

4. Vehicles:

4.1 All vehicles shall conform to the vehicle safety regulations contained in Appendix Two Schedule A except for Pre 1978 Schedule K, T&C, CR or RH vehicles that are in compliance with Appendix Six Schedule AA.

Note: *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)*

5. Competitors:

5.1 All drivers must hold a current club membership of a Member club except for new entrants to motorsport, who may compete in two(2) Basic Status Events before being required to join a club.

5.2 Requirement for Competition Licence: The licence requirements are as follows:

(1) Basic Status Events: A competition licence is not required.

(a) Junior Competitors: Any competitor between the ages 12-16 years who does not hold a valid MotorSport NZ competition licence may be allowed to compete in Basic Status Events on the following conditions;

(i) That the venue restrictions along with the vehicle type and cubic capacity restrictions detailed in Appendix One Schedule L Part One Article 3.2(2) are respected, and

(ii) Only at the discretion of the Event Clerk of the Course.

(2) Advanced Status Events: All competitors shall hold as a minimum either a Temporary M Grade or M Grade competition licence.

5.3 All competitors must wear safety apparel as specified in the competitor safety regulations contained in Appendix Two Schedule A.

6. Passengers:

6.1 Passengers are not permitted in Basic Status Events unless stated otherwise in the Event descriptions detailed earlier in this Schedule.

6.2 Passengers may be carried in Advanced Status Events, except for Rallycross, Grasstrack Racing, Flying Sprint and Circuit Sprint (Multi car) events, under the following conditions:

(1) Only on such Events that the Clerk of the Course considers the venue does not impose any undue hazards. The Clerk of the Course's decision to decline passengers shall be final.

(2) All vehicles (including Pre 1978 vehicles in compliance with Appendix Six Schedule AA) carrying passengers shall be fitted with the following equipment, which must comply with Appendix Two Schedule A;

(a) Full safety cage, and

- (b) Both Front Seats, and
- (c) Four(4), Five(5) or Six(6) point safety harnesses for both occupants.
- (3) If a vehicle has not been included in the event safety audit program, all passenger safety equipment and protective clothing shall be inspected and this inspection is to be noted in the vehicle logbook.
***Note:** It is recommended that vehicles inspected and approved to carry passengers. carry some form of identification to signify that they have been approved to carry passengers.*
- (4) Passengers shall wear safety apparel as specified in the competitors safety regulations contained in Appendix Two Schedule A.
- (5) All passengers shall be briefed on basic event safety procedures, how to correctly wear and subsequently uncouple the safety harness, and shall sign the Passenger Indemnity and Declaration form prior to their participation.
- (6) The minimum age of any passenger is twelve(12) years.
- (7) Passengers may be changed between runs.

7. Conduct of the Meeting:

- 7.1** Prior to practice, the Clerk of the Course shall brief all competitors covering the starting, finishing, emergency procedures, any relevant event penalties and the determination of results.
- 7.2** All competitors shall be given a reconnaissance tour of the complete course or at least one(1) practice run.
- 7.3** For all events (excluding those detailed in Part One Article 2.2(3)), should a red flag be waved or displayed to a competitor from any of the marshal points on the course, the competitor must stop as soon as practicable (ensuring that the vehicle is halted in a safe position) and await further instructions. A briefing on these will be held prior to practice beginning.
- 7.4** At all times, the access way must be kept clear for an ambulance to enter or leave the venue without delay.

Part Two – Standing Regulations for the Conduct of Motorkhanas

1. **Introduction:** A Motorkhana is a test primarily of driver skill (rather than outright speed) in which competitors negotiate a precise course usually defined by flags or cones. Motorkhanas are usually held on a tarseal or gravel car park, or a grass paddock.

These Basic Status Events are run at ClubSport and National permit status level with the premier event being the MotorSport NZ Motorkhana Championship contested as part of the ClubSport Gold Star Championship.

Annually MotorSport NZ shall publish a portfolio which contains the Articles of the Championship.

2. **The Course:** The layout of each motorkhana test is free except that no test course may exceed 200metres in length and must be sufficiently clear of spectators and their cars etc.

3. **Organisation:**

Important Note: *Part Four of Appendix Two Schedule H details event safety requirements. For Motorkhanas given the nature of such events a safety plan is not a prerequisite, however, organisers are advised to consider the basic safety measures detailed in Article 1.2 (1), (2) and (3) of that Part when planning events.*

- 3.1 An organising permit is required. Public liability insurance is automatically included in the permit cost. For in-depth Organiser details please refer to the ClubSport Organisers Handbook issued on request by the MotorSport NZ office.
 - 3.2 A Steward or Safety Officer may be appointed to attend events.
 - 3.3 The attendance of a qualified first aid official with a complete first aid kit is not mandatory but is recommended.
 - 3.4 At least two(2) Fire extinguishers with a minimum capacity of 2kg each must be positioned in close proximity to the start line and in the care of a competent marshal.
 - 3.5 Visual communication can be used.
 - 3.6 Supplementary Regulations must be published for National permit status Series and Championship events.
 4. **Vehicles:**
 - 4.1 All vehicles shall as a minimum be to a warrantable standard, with a securely mounted seat, safe steering and effective brakes. The Clerk of the Course has discretionary powers as to the type of vehicle deemed suitable for the venue.
- Note:** *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)*
5. **Competitors:**
 - 5.1 **Membership and Licence requirements:**
 - (1) All competitors shall hold a current club membership of a Member club except new entrants to motorsport, who may compete in two(2) club level Motorkhanas before being required to join a club. A MotorSport NZ Competition Licence is not a prerequisite except as specified in (2) below.

- (2) Any competitor between the ages 12-16 years who does not hold a valid MotorSport NZ competition licence may be allowed to compete in Motorkhanas on the following conditions;
 - (a) That the venue restrictions along with the vehicle type and cubic capacity restrictions detailed in Appendix One Schedule L Part One Article 3.2(2) are respected, and
 - (b) Only at the discretion of the Event Clerk of the Course.

6. Conduct of the Meeting:

- 6.1 Prior to competition, the Clerk of the Course must brief all drivers covering the number of attempts at each test, starting, finishing, timing, any relevant event penalties and the determination of results.
- 6.2 Each test must conclude with a complete vehicle stop, either on a line, astride a line or within a predetermined area, (eg. a garage), as advised at briefing.
- 6.3 Only one(1) vehicle at a time may run on a test.
- 6.4 Passengers may not be carried in National permit status level events. Passengers may only be carried in ClubSport status level events, at the discretion of the Clerk of the Course, for the purpose of driver coaching.

Part Three – Standing Regulations for the Conduct of Sporting Trials, Car Trials and Regularity Trials

1. **Introduction:** Regularity Trials, Sporting Trials and Car Trials are Basic Status Events held under a ClubSport permit.

Note: Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)

2. **Sporting Trials:** Sporting Trials have their Standing Regulations published in the Sporting Trials Competition Booklet, which incorporates Appendix Five Schedule CK. This booklet is available on request from MotorSport NZ.

“Sporting Trial” means a ClubSport Basic Status Event in which competitors negotiate a precise off – road obstacle course on hilly and undulating terrain defined by marker pegs, designed to test driver skill. Speed is not a factor in deciding results. Unless competing in their first or second introductory event, drivers shall be a member of a Member Club.

3. **Car Trials:** Car Trials have their Standing Regulations published in the Trials Competition Handbook, which incorporates Appendix Five Schedule T. This booklet is available on request from MotorSport NZ.

“Car Trial” means a ClubSport Basic Status Event wherein the main portion of the route is over public highways, roads and streets. It is an event where competitors follow a set of written instructions and the marking of the competition is primarily for adherence to the correct route and maintenance of the prescribed time and/or speed schedule. If competitors make mistakes they will traverse a different course and travel a different distance.

Unless competing in their first or second introductory event, competitors shall be a member of a Member Club.

4. **Regularity Trials:** Regularity Trials have their Standing Regulations published in Appendix Five Schedule RT.

“Historic Regularity Trial” means a ClubSport Basic Status Event providing a variation of the rules for Historic and Classic competition to allow those to run their vehicles on a race circuit for the enjoyment of themselves and the spectators without the cut and thrust approach of racing. It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

“Modern Regularity Trial” means a ClubSport Basic Status Event for vehicles complying with Appendix Two Schedule A to allow those to run their modern vehicles on a race circuit for the enjoyment of themselves and the spectators without the cut and thrust approach of racing. It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

Unless competing in their first or second introductory event, competitors shall be a member of a Member Club.

APPENDIX FIVE

SCHEDULE CK – SPORTING TRIALS COMPETITION

Last updated: 13 June 2022

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| 36046 | 13 June 2022 | 13 June 2022 | Part Five – Vehicle Eligibility |
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Addendum

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| 1 | Sample Event Safety Plan and Clearance Certificate |
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Note: Amendments will be visually highlighted for a duration of 24 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Part One

Foreword

Sporting Trials originated in England in the early part of the 20th century. In the mid-1990's they finally found their way to New Zealand mainly through the efforts of enthusiasts from the Taranaki Car Club.

From their early success in Taranaki a member club with the specific purpose of encouraging the development and spread of such events was formed and as a consequence of their actions the number of competitors and special vehicles are on the increase.

Sporting trials are designed with absolute emphasis on car control in negotiating a marked course usually set on steep terrain.

This is yet another version of motorsport where the novice driver can participate and compete in a controlled and safe environment with the emphasis on car control not speed.

For detailed information on building a sporting trials vehicle or on any aspect of this technical form of motorsport we recommend contact with Sporting Trials New Zealand Inc. whose aim as a member club is to run and promote Sporting Trials events throughout New Zealand.

VALIDITY

The various regulations contained in this Schedule become effective as from the 13th June 2022
This publication supersedes all previous editions.

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- Mr Derek Keesing of Sporting Trials New Zealand Inc.

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Part Two - Introduction to Sporting Trials

1. **Definition of a Sporting Trial:** A ClubSport Basic status event in which competitors negotiate a precise off-road obstacle course on hilly and undulating terrain defined by marker pegs, designed to test driver skill. Speed is not a factor in deciding results.

The Sporting Trial takes the basic idea of a climb from A to B to a much more imaginative challenge on totally unmade surfaces. Gradient, camber, surface and natural features are all blended to create a typical Sporting Trial event. The objective is to get as far through each section as possible without stopping, through loss of traction, stalling, or touching a marker peg.

A typical Sporting Trial will consist of several Sections run three or more times, making an event of up to thirty sections. A section will be marked with numbered pegs on the right beginning with 12 and ending with 1. Sections should get progressively more difficult (steeper and sometimes tighter) as the numbers decrease.

2. **Objects:** The main objective of a sporting trial is the ability of the crew (Driver and Bouncer) to drive a vehicle through marked sections without stopping, hitting marker pegs or travelling outside the section boundaries. A penalty is given for stopping, hitting a marker peg or straying outside the section boundaries. The penalty mark given is taken from the numbered marker peg immediately in front of the vehicle except where the numbered markers are contacted by the car or any occupant. In this case the penalty is the number on the marker. At this point the competitor retires from that section and proceeds to the next section. The greater distance travelled in each section the lesser the penalty points. At the end of all Rounds of the competition the crew with the least points is declared the winner.

3. **Jurisdiction:** This Schedule CK forms the regulations for all Sporting Trials in particular Part Four of this Schedule being the Standing Regulations for all Sporting Trials.

Supplementary regulations will be those regulations issued by the individual organisers, which will contain details on:

- Event date, time and place
- Entry fee and closing date.
- Other relevant information.

4. **Abbreviations and Definitions:**

- 4.1 **Abbreviations:** The following abbreviations, in either upper or lower case, are used in this Schedule, and may be used in Supplementary Regulations:

“**ASN**” means a National Sporting Organisation for motorsport recognised by the FIA, and

“**FIA**” means the Federation Internationale de L’Automobile, and

“**MotorSport NZ**” means MotorSport New Zealand Inc, and

“**NSC**” means MotorSport NZ’s National Sporting Code.

4.2 **Definitions:**

“**Bouncer**” means the member of the crew not driving at the time of competition, and

“Crew” means the driver and bouncer, being the two persons who are in control of the vehicle in competition on the Event, and

“Driver” means the member of the crew who is entered for, and drives in an Event, and

“Round” means the first, second, third or more competition run through the Event consecutive sections.

“Run” means a competitive attempt to negotiate a section in an Event round.

“Section” means the competitive off-road marked course that the crew must negotiate.

Part Three - Organisers Requirements

5. **Organisation:** The rules in this part refer specifically to requirements on organisers. These are mandatory on organisers, but organisers shall remember that competitors are not required to have knowledge of these rules in order to compete.

- (1) **Permit and Supplementary Regulations:** A ClubSport Basic Organising Permit is required. Supplementary Regulations shall be published for all events.

Note: A Supplementary Regulations template for ClubSport events may be found on the MotorSport NZ website – www.motorsport.org.nz.

- (2) **Officials Required:**

- (a) Clerk of the Course (minimum a Clerk of Course (Bronze) licence)
- (b) Secretary of the Meeting
- (c) Accident Investigator (can be assumed by the Clerk of the Course)
- (d) Scrutineer(s) (preferably licenced)
- (e) Section Observers
- (f) First Aid Official(s)
- (g) A Steward or alternatively, a Safety Officer (if appointed by the Permit Issuing Authority)

Notes:

- 1. *Upon the successful completion of their appropriate duties, the Secretary, First Aid Official, Scrutineer and Section Observers may take part in the competition.*
- 2. *The Clerk of the Course can compete provided an alternative, suitably qualified person acceptable to the organisers is present to control the event during the competition of the Clerk of the Course. A clear method of responsibility hand over is required.*
- 3. *Under no circumstances can the Steward or Safety Officer compete in the event.*

- (3) **Fire Extinguisher requirement:** Fire extinguishers with capacity of at least 0.9kg shall be available at the start of each section whilst a vehicle is competing in the section. If two(2) sections starts are located side by side then one(1) extinguisher between the two(2) is permitted.

These extinguishers shall be either dry powder or foam.

- (4) **Safety Plan:** A Safety Plan is required.

Note: An example is shown at the end of the Handbook.

- (5) **First Aid:** The attendance of a qualified first aid official with a complete first aid kit is compulsory. Included with the first aid kit will be some form of mobile shelter capable of protecting a patient from the elements. The organiser shall be aware of the nearest hospital and the best route to it in case of incident.

- (6) **Emergency Services:** Organisers shall include in the Safety Plan details of appropriate methods of communication with all the relevant emergency services such as Fire

Brigade, Ambulance and Police.

6. **Venue:** A suitable venue shall be available, eg. private farmland, quarries etc. Suitability of venue can be adjudged as follows:

- (a) The beginning and end of each Section shall be marked by signs with sign Number One(1) being the end of the Section. The start of Sections shall be reasonably flat and wide so that all competitors can at least enter the Section.
- (b) Every practicable precaution shall be taken to avoid depositing mud or soil on the public highway.

7. **Sections:**

- (1) The layout of Sections shall take into account possible failure points and safe exit routes. A designated free area should be left between a section and spectator areas sufficient to allow a driver to recover control of a vehicle sliding or running out of a section.

The start of the section shall not be placed immediately down hill of any Failure point or Safe exit route. Vehicles moving to and from a section shall not block a section's safe exit route.

As a guide, no person may stand immediately behind, ie (down hill of), any car moving in that section. The organisers should ensure when establishing the layout of Sections that they can be marshalled with the minimum number of officials.

- (2) Sections if possible should be of sufficient width to allow a choice of route. They should be of a winding nature so as to place a premium on driving skill. The minimum driveable outside radius of corners shall be no less than three(3) metres. Marker pegs should be placed in front of trees to avoid damaging the tree.
- (3) If possible, alternative routes should be planned in case of changing weather conditions.

8. **Section Marking:**

- (1) It is recommended that Sections be laid out using a minimum of 13 pairs of marker pegs of a minimum height of one(1) metre and with colour coding to clearly identify each side of the route. Red or orange pegs on the left. White or grey pegs on the right, supporting a clearly visible grading number (sub-section number) on a white background, which shall have a minimum figure height of 50mm. Metal rod markers should not be used. (Plastic or PVC electrical conduit makes excellent marker pegs).

Extra-unnumbered pegs should be placed to avoid the likelihood of Competitors putting all four wheels out between the numbered pegs.

All pegs are to be placed where they are unlikely to be moved by bushes or branches.

- (2) Sub section numbered pegs are to be placed on the right hand side with the corresponding guide markers on the left-hand side. Sub-section markers are to be closely grouped in areas of expected failure. Where pegs are to be closely grouped a smaller numbered peg can be placed beside the corresponding orange or red peg, or other means may be used, to assist observers with marking.

9. **Safety of Sections:** The Clerk of the Course shall check the sections for safety; this can be achieved by:
- (a) Driving the section, or
 - (b) Visual inspection, or alternatively by
 - (c) Leading a selected group of drivers through each section if the Clerk of the Course is an inexperienced Trials driver.

Part Four - Standing Regulations for all Sporting Trials

10. **Announcement:** All Sporting Trials are held under the MotorSport NZ National Sporting Code and its Appendices and Schedules with Appendix 5, Schedule CK Part Four being the Standing Regulations.

These are to be read in conjunction with the Event Supplementary Regulations

11. **Competitor and Crew Requirements:**

- (1) The crew for any vehicle competing in a sporting trial will be a driver and a bouncer.
- (2) All drivers shall hold a current membership of either a Member club or Associate Member club of MotorSport NZ, except for new entrants to motorsport, who may compete in two(2) Sporting Trials before being required to join a club.

Note: *Membership of either a member club or associate member club is not compulsory but highly recommended for the bouncer.*

- (3) **Junior Crew:** A junior competitor aged between their 12th and 16th birthday, who does not hold a MotorSport NZ issued M Grade licence or higher, will be eligible to compete under the following conditions:
 - (a) **Driver:** at the discretion of the Clerk of the Course, provided that the event is held on a private venue and that the competition vehicle being driven has a corrected capacity of less than 2500cc.
 - (b) **Bouncer:** at the discretion of the Clerk of the Course.
- (4) The crew shall wear as a minimum safety apparel as follows:
 - (a) **Protective Helmets** of either open or closed face design in compliance with an Appendix Two, Schedule A standard.
 - (b) **Protective clothing** being:
 - (i) Overalls being a one-piece garment worn as an outermost layer, designed with close fitting front, cuffs and ankles which entirely cover the wearer except for the head, hands and feet, and
 - (ii) Socks being at least to mid-calf, and
 - (iii) Footwear that cover the whole foot and ankle.

Notes:

- 1. *Safety goggles are optional.*
- 2. *Wet weather gear may be worn over overalls.*

- (5) Several drivers are permitted for each vehicle unless otherwise stated in the Event Supplementary Regulations.
- (6) During all sections the bouncer shall occupy the seat alongside the driver in accordance with the following requirements:
 - (a) While competing in a section the bouncer shall be facing forward, and
 - (b) "Bouncing" will only be permitted so long as part of the driver's or bouncer's buttocks remain within a plan view (when on level ground) of the seat back and side of the driver/bouncer compartment, and

- (c) Passengers in addition to the crew, cannot be carried in or on a Trials car unless they occupy a seat designed for the purpose and wear the safety apparel detailed in (4) of this Article.

12. Vehicles: All Sporting Trials cars shall conform with Part Five of Schedule CK.

13. Competition Rules – Briefing: Prior to starting, the Clerk of the Course should brief all Drivers, Bouncers, Section Observers and Officials covering the starting, finishing, emergency procedures, and any relevant event penalties and the determination of results.

14. Safety Audits:

- (1) Competitors shall report with their vehicle for safety / eligibility and checking of logbooks, and club membership at the time and place specified in the Supplementary Regulations.
- (2) Competitors reporting late may have penalties imposed, as provided for in the National Sporting Code

15. Competition Numbers (if specified in the Event Supplementary Regulations):

- (1) Numbers will be allocated by the Organiser.
- (2) Numbers shall be displayed on each car throughout the event.
- (3) Competitors will start in the designated order, unless the Event Supplementary Regulations specify otherwise and will remain in the correct running order unless authorised by an official.

16. Sections:

- (1) Details of sections will be issued at the Driver Briefing.
- (2) The onus of following the correct route will rest with the driver.
- (3) There will be no time schedule to be maintained during the event unless the Event Supplementary Regulations specify otherwise.
- (4) Competitors will proceed from point to point with as little delay as possible. Any competitor suspected of loitering may be directed to proceed by an official.
- (5) No unauthorised assistance is allowed whilst competing in a section and cars shall complete the course under their own power.
- (6) No case of force majeure will be taken into consideration, however final decisions effecting scores is at the discretion of the Clerk of the Course
- (7) Competitors will attempt to negotiate sections non-stop.
- (8) Failure of a car to maintain unassisted forward motion in the direction of the course, or move backwards will be regarded as failure to comply with the requirements to proceed non-stop and shall be marked accordingly. The point of failure will be that of the contact between the ground and the front wheel that is further from the start of the section. In forward motion the steerable wheels shall be the farther from the start line.
- (9) Before attempting a section, a car will be brought to rest with a leading front wheel hub as

close as possible vertically over the start line, as indicated by Officials and the driver will not proceed until instructed to do so. It is permissible to start the car when only one hub is on the line and the car is askew providing that the other has not crossed the line.

- (10) A car will be deemed to have entered a section when the point of contact between either front wheel and the ground has passed the marker(s) indicating the beginning of the Section.
- (11) A car will be deemed to have cleaned (or cleared) an observed section when either:
 - (a) The point of contact between one of the front wheels and the ground has passed the marker(s) indicating the end of that section; and,
 - (b) Provided that no prior penalty has been incurred.
- (12) Failure to proceed whether involuntarily or otherwise from the starting position into a Section when instructed to do so will be regarded as a failure in that Section.

17. Sub Sections:

- (1) Sections will be divided into Sub-Sections. With the numbered pegs indicating the beginning and end of such Sub-Sections.
- (2) A car will be deemed to have entered and cleared a Sub-Section in accordance with Article 16 (10) and (11) above.
- (3) Failure in a lower or earlier Sub-Section will constitute failure in all succeeding Sub-Sections. The start line will indicate the greatest penalty and the finish line (the number one pegs or gate) the zero penalty.
- (4) A competitor will be deemed to have failed to negotiate a Section non-stop should:
 - (a) Forward motion cease, or
 - (b) Any part of the vehicle, driver or bouncer comes in contact with a marker peg, or;
 - All four wheels of the competitor's car are outside the boundary of the course at the same time, the course being represented by a straight line drawn from course marker to course marker along the direction of the course unless otherwise stated by the official.
 - The point of failure will be deemed to be that at which a marker is struck or in the case of more than one marker, the first marker or the point at which the boundary of the course is first crossed by all wheels of the competing car.

- (5) Should the point of failure as defined by Article 17(4)(b) coincide with the division between two Sections or Sub-Sections the marks lost will be those appropriate to failure in whichever of the two(2) Section or Sub-Sections provides the greatest penalty.

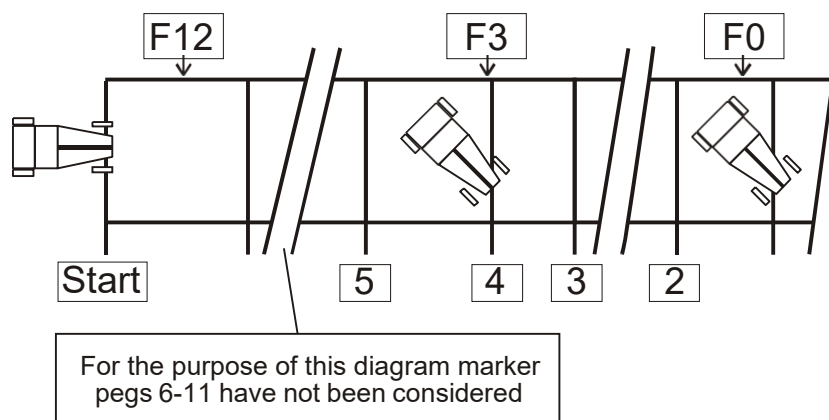


Diagram illustrating the application of Article 16 (7) and (8). The figures preceded by F indicate the correct penalties for a car stopping in the position shown.

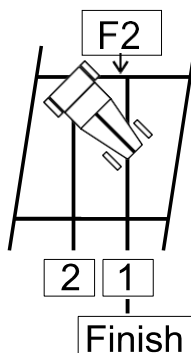


Diagram illustrating Article 17(4)(c), a vehicle which has failed to complete the section by going outside the marked sub-section (ie. ran over the number 2 marker). In this instance the competitor incurs two(2) penalty points.

18. **Change of Tyre Pressures:** Competitors will be advised at documentation, or at the driver's briefing, of minimum tyre pressures. However the organisers may require all competitors to increase or decrease the minimum permitted tyre pressure prior to the commencement of any round. Competitors shall be advised of this by the Clerk of the Course, a section Observer or on a notice board and sufficient time for competitors to comply shall be allowed. The Clerk of the Course may perform random checks on tyre pressures.

19. **Results:**

(1) Section Observers will be appointed to adjudicate on:

- (a) Conforming to the correct route of the course.
- (b) Touching markers.
- (c) Failure to proceed non-stop when required.
- (d) Conforming to Article 11(6).

- (e) Time of arrival/departure at section.
 - (f) Unauthorised assistance or servicing.
- (2) Performances on any Section may be ignored at the Clerk of the Course discretion even though there may have been successful attempts to negotiate the section or test. If this discretion is exercised no performance on the Section in question shall be taken into account when compiling the results.
- This would be the case should a section be abandoned for safety reasons or has become totally undrivable.
- (3) Competitors will start with zero(0) marks. The competitor incurring the least penalty will be the winner and so on.
 - (4) To be classed as a finisher a competitor shall have attempted at least three-quarters of the total number of Sections, and arrive at the finish within 20 minutes of the time of arrival of the preceding car or three-quarters of the field of competitors entered, whichever is first.
 - (5) Competitors will be scored on cards held by observers of each section. Each competitor may be provided with a results card that they will carry and produce on demand for officials to mark at the end of each Section.
 - (6) Ties will be resolved by comparing the number of penalties lost by each competitor on each section and in favour of the competitor who has the greatest number of low penalties. Should this method not resolve the tie, the Clerk of the Course will resort to the "furthest, cleanest" principle starting from Section One.

20. Penalties: Penalties marks will be incurred per offence as follows, unless the marks lost stated below are modified by the Event Supplementary Regulations.

Note: All penalties shall be added to the Driver's score.

| | | |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| (a) | Not attempting, or being ready to attempt a Section or Sub-Section when instructed to do so. | 12 penalty marks. |
| (b) | Not complying with a reasonable instruction by an Official for which a penalty is not otherwise stipulated, and provided warning of penalty is given. | 12 penalty marks. |
| (c) | Driver bouncer and /or passengers not seated in accordance with Article 11(6). | 12 penalty marks. |
| (d) | Running with tyre pressures lower than that permitted by Technical Regulations or by an instruction conveyed by the Clerk of the Course (refer Part Four, Article 18). | 50 penalty marks. |
| (e) | Varying ballast during an event (per offence). | 50 penalty marks. |
| (f) | Unauthorised assistance (per offence). | up to 50 penalty marks. |

Part Five – Vehicle Eligibility

21. Eligibility of Vehicles:

- (1) A Sporting Trials vehicle is a purpose built two(2) seater, open cockpit style vehicle built specifically for Sporting Trials and shall respect the provisions of Appendix Two, Schedule A, except where specifically detailed otherwise within this Part Five.
- (2) All other vehicles shall comply with the provisions of Appendix Two Schedule A. An organiser may establish separate classes for either four-wheel drive or front / rear wheel drive vehicles and where necessary modify the sections with different routes to allow different classes to compete, classes will be scored separately for results purposes.
- (3) Notwithstanding the provisions of Article 21(2) vehicles that comply with another ASN's Regulations may be permitted to compete upon approval of MotorSport NZ.

22. **Sporting Trial Vehicles Permitted Modifications:** The following permitted modifications are only applicable to vehicles manufactured or modified specifically for the purpose of competition in Sporting Trial events.

- (1) A **Safety rollbar** shall be fitted and shall respect, as a minimum, the following:
 - (a) Be securely attached to the vehicle structure.
 - (b) Have a minimum height of 900mm above the uncompressed seat cushion (refer to diagram).
 - (c) The minimum material specifications are;
 - (i) **For vehicles constructed before 31 August 2012:** 35mm x 1.6mm steel tubing with a minimum yield strength of 190MPa, or
 - (ii) **For vehicles constructed from 1 September 2012:** 42.3mm x 1.6mm steel tubing with a minimum yield strength of 374MPa.
 - (d) Have top bends with minimal tube deformation and a radius, measured to the tube's centre-line, of at least 3x tube diameter.
 - (e) The top of the roll bar shall be no wider than 420 mm across the horizontal between the bends, and
 - (i) Have a minimum of two(2) forward braces, one(1) on each side of the roll bar with the upper attachment being on the vertical part of the rollbar.
 - (ii) Have padding on any bars that are above the level of the uncompressed seat cushion.

Note: *Safety rollbar homologation by MotorSport NZ is not mandatory.*

- (2) **Lap Belts** are optional, however if fitted any anchorage point created on the bodysell shall as a minimum have:
 - A steel reinforcement plate with an area of at least 50mm x 50mm x 3mm with radiused corners,
 - Chamfered edges, that follows the panel surface with the attachments hole centrally located.

- (3) **Fire extinguishers** are optional, but where fitted shall be installed in accordance with the following:
- (a) For hand-held extinguishers, a metal retaining system incorporating a quick release metal strap/s shall be fitted and secured to the structure of the vehicle by a minimum of two(2) self-locking ISO 8.8 M6 bolts with panel washers. All hand-held extinguishers shall be positioned within easy reach of the occupant/s while in their normally seated position.
 - (b) Extinguishers shall be mounted so the gauge is visible at all times.
- (4) Chassis construction is free. Material shall be steel RHS or steel tubing of a size calculated to accept the loadings envisaged.
- Chassis mounting points should contain spacers to prevent tube wall collapse where bolts pass through the tube.
- Incorporation of monocoque or semi-monocoque construction is prohibited.
- The chassis shall be of adequate strength and constructed with sound engineering practices in a workmanlike manner.
- (5) **Body:** The body shall be of adequate strength and workmanlike construction providing a compartment for driver and passenger.
- (6) **Seats:** All cars shall be provided with fitted seats for the crew (driver and one bouncer) and be securely attached to the vehicle and adequately support the occupant(s) in competition. The height of the seat back shall not be less than 300mm measured from the uncompressed seat cushions along the angle of the seat back. The rear of the seat back (without cushion), measured 300mm above the uncompressed seat cushion, may not be behind a line through the vertical axis of the rear hubs.
- (7) **Hand holds / Handles:** All hand holds / handles shall be of rigid construction, securely anchored, and be neither flexible nor adjustable. At least one(1) handle shall be fitted, a minimum of 630mm forward of the centre-line of the rear axle.
- (8) **Mudguards:**
- (a) Rear mudguards shall be fitted, of adequate strength to protect driver and bouncer from wheels and tyres. They shall cover the full length of the tyre in plan view and extend outwards to within 50mm of the outside tyre wall.
 - (b) Front mudguards shall be fitted, covering the full tyre width, and a minimum 90 degrees of circumference.
- (9) **Engine:** Any four stroke, reciprocating piston engine may be fitted. Maximum capacity allowed is 2000cc, or 1600cc with forced induction.
- (a) Any engine modifications are permitted.
 - (b) An engine cover shall be fitted and securely fastened.
 - (c) For cars fitted with water-cooled engines, the radiator / radiators shall be fitted forward of the engine. No additional water-cooling radiators or reservoirs may be mounted behind the front of the engine, excepting a recovery bottle (expansion tank) which may be mounted behind the front of the engine.

- (10) **Suspension:** Any form of suspension is allowed. Suspension components may be re-worked, modified or hand fabricated in any material, however their construction should be suitable for the use and have a good workmanship appearance. All bolted fittings shall be secured by current accepted automotive practices. This means, but is not limited to, spring washers, locknuts, nylocks, and castellated nuts.
- (11) **Steering:**
- (a) Any form of mechanical drive from steering wheel to front wheels is allowed but a moving axle (trolley) type steering system is NOT permitted. Steering components may be re-worked, modified or hand fabricated, however their construction should be suitable for the use and have a good workmanship appearance. All bolted fittings shall be secured by current accepted automotive practices. This means, but is not limited to, spring washers, locknuts, nylocks, and castellated nuts.
 - (b) Four wheel steering of any form is prohibited.
- (12) **Brakes:**
- (a) Front and rear brakes shall be fitted, be operative and effective.
 - (b) Independent rear braking is permitted.
 - (c) All brake lines shall be secured and protected from possible damage.
 - (d) Any automatic compensating control of rear brakes is prohibited.
 - (e) Twin leading shoe type brakes are not permitted on the rear.
 - (f) A handbrake is optional.
- (13) **Wheels and Tyres:**
- (a) Front and rear rim design is open. Rims may be re-worked, modified or hand fabricated, however rim construction should be suitable for the use and have a good workmanship appearance.
 - (b) Maximum permitted rim width is six(6) inches measured between bead flanges. 4.5– 5 inches is recommended.
 - (c) Tyre security devices are permitted and recommended on the rear rims.
 - (d) Front rim diameter is free.
 - (e) One(1) spare rear wheel shall be securely mounted to the car. This wheel and tyre assembly shall be in compliance with clauses (a), (b) and (f) of this article.
 - (f) Rear tyres cannot be hand grooved, re-grooved, cut or altered in any way. Tyres sizes and manufacture of front wheels are free however rear tyres shall be 165 x 15 size only and come from the following approved tyre list:
 - Michelin XZX
 - Hankook 884 (no longer readily available)
 - Hankook K702

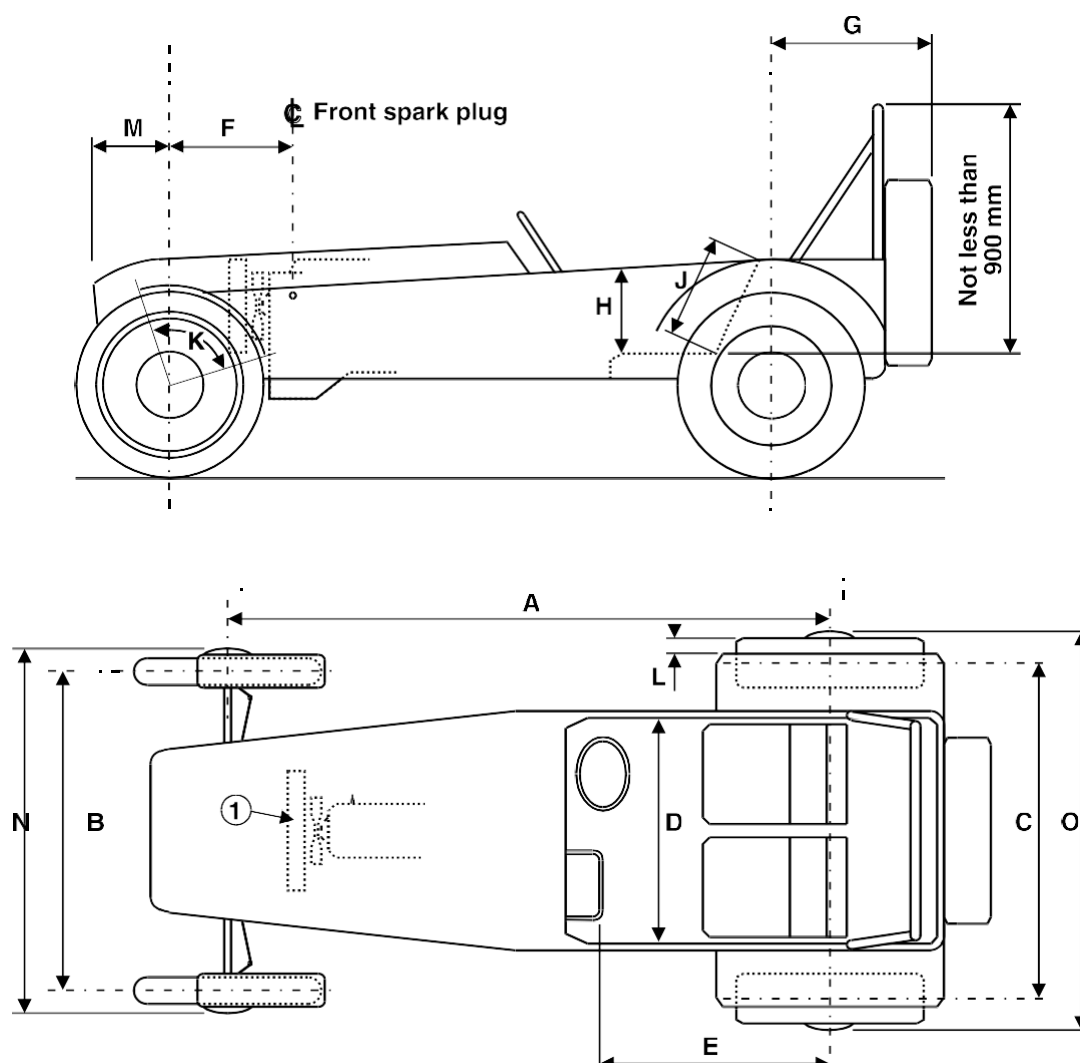
- Kumho 758
- Hankook K715
- Petlas PT 311 Elegant 87T

Note: Amendments to the list will be by way of Manual Amendments issued as and when required by MotorSport NZ.

- (g) Chains, or other non-skid attachments on wheels are prohibited.
- (14) **Transmission:** The rear wheels only may be driven. Front wheel drive or four-wheel drive is prohibited.
- (a) The car shall be equipped with a differential of a type that divides torque equally between the rear wheels. Locked, lockable, torque biasing or limited slip differentials are prohibited, as is any device designed to achieve the same result.
- (b) Clutch or torque converter, if non-standard, shall be mounted to the engine flywheel, which shall be connected directly to the engine crankshaft.
- (15) **Fuel system:**
- (a) The fuel tank shall be mounted behind the driver / bouncer compartment securely mounted by bolted straps or lugs.
- (b) Any fuel spilling from refuelling or through the cap breather or seal shall be able to drain to ground.
- (c) All fuel lines and connections shall be of a fuel-approved type, clamped where appropriate and protected from possible damage.
- (16) **Electrical system:**
- (a) The battery shall be adequately secured and mounted behind the driver / bouncer compartment
- (b) A clearly identified circuit breaker or switch accessible from the rear of the vehicle shall be fitted.
- Notes:**
1. *This circuit breaker switch shall break all circuits that keep an engine running, i.e. Ignition, fuel pump, alternator.*
 2. *The use of relays to break the circuits is considered acceptable.*
- (c) All battery and circuit breaker connections shall be protected and insulated.
- (d) The starter motor if not in original location shall be bolted to either the engine block or bell housing.
- (17) **Vehicle Weight:** The Sporting Trial car shall not weigh more than 600kg in normal operating condition with spare wheel fitted, but without occupants.
- (18) **Vehicle Dimensions:** All measurements are to be made with car in normal operating condition, with no occupants, on a level horizontal surface.

| | | |
|---|----------------------------------|--------------------------------------------------------------------------|
| A | Minimum wheelbase | 1980mm |
| B | Minimum front track | 1120mm |
| C | Minimum rear track | 1250mm |
| D | Minimum cockpit width | 810mm |
| E | Minimum to bouncer handle | 630mm |
| F | Maximum front axle to no 1 plug | 1/5th wheelbase, if water-cooled or 1/8th of wheelbase if air-cooled. |
| G | Maximum rear overhang | 1/3rd of wheelbase. |
| H | Minimum height side to seat | 150mm |
| J | Minimum seat back height | 300mm |
| K | Minimum front mudguard arc. | 90 degrees |
| L | Maximum rear mudguard to tyre | 50mm |
| M | Maximum front overhang | 1/5th of wheelbase. |
| N | Minimum width at front hub level | 1220mm |
| O | Minimum width at rear hub level | 1400mm |

Note: Radiator in front of engine, if water-cooled.



(19) Miscellaneous:

- (a)** The fitting of Towing Hooks is optional.
- (b)** The fitting of lights, horns and other accessories is optional. All accessories / tools carried in and, on the vehicle, shall be firmly strapped to prevent movement.

ADDENDUM

Sporting Trials Only

SAFETY PLAN AND CLEARANCE CERTIFICATE

Held under the National Sporting Code of Motorsport New Zealand Inc. and the Sporting Trials Competition Booklet

| SECTION A Event Organisers to Complete | | | | |
|----------------------------------------------------------------------|------------------------|----------------------------------------------------------------|-------------------------|------------------|
| ORGANISING SECTION | | | VENUE | |
| DATE | PERMIT NO. | | OWNERS NAME | |
| OFFICIALS OF EVENT | | NAME | | CONTACT PHONE |
| Primary Clerk of Course | | | | |
| Secondary Clerk of Course | | | | |
| First Aid Officer | | | | |
| EMERGENCY PHONE NUMBERS | | Fire | | |
| | | Police | | |
| | | Ambulance | | |
| MARSHAL REQUIREMENTS | | No. REQUIRED | CONTACT NAME | CONTACT PHONE |
| Observers | | | | |
| Spectator Control | | | | |
| Vehicle Recovery | | | | |
| BRIEFING COMPLETED | | PRIOR TO EVENT | DAY OF EVENT | BRIEFING BY name |
| DRIVER | | | | |
| OBSERVER | | | | |
| EVENT LAYOUT PLAN | | | | |
| The following items are needed and have been checked and ticked here | | | | |
| <input type="checkbox"/> Direction Signs to Event | | <input type="checkbox"/> Spectator, Entrant Documentation Area | | |
| <input type="checkbox"/> Fenced off, Signed Spectator Areas | | <input type="checkbox"/> First Aid Station | | |
| <input type="checkbox"/> Designated Vehicle Parking | | <input type="checkbox"/> Pits Area | | |
| <input type="checkbox"/> Details of Warning Signs for Spectators | | <input type="checkbox"/> Other | | |
| SCRUTINEER AUDIT SUMMARY | | | | |
| Scrutineer: | | | Signature: | |
| Tot. Vehicles Competing: | Tot. Vehicles Audited: | | Tot. Vehicles Failures: | |

| | |
|------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| SECTION B- Clerk of Course or Appointed Safety Officer to Complete BEFORE Trial can commence. | |
| <input type="checkbox"/> | Sections Checked for Safety, Safe Exit routes and Vehicle runout zones. |
| <input type="checkbox"/> | Scrutineer Audit Work Sheet form sighted |
| <input type="checkbox"/> | Permit sighted |
| <input type="checkbox"/> | First Aid and Fire Equipment Satisfactory to Schedule CK and ClubSport Handbook |
| Clearance issued for meeting to start at (time) on / / (date) | |
| By..... By:..... (print name) | |
| Signed Licence Number (CotC) | |
| Event Closed at (time) on / / (date) | |

APPENDIX FIVE

SCHEDULE DR - DRIFTING

Last updated: 1 September 2023

Page 1 of 7

| Amendment Number | Date Published | Date Implemented | Article Number |
|-----------------------|------------------|------------------|---------------------|
| 36072 | 1 September 2023 | 1 September 2023 | Part One, Article 4 |
| | | | |

Standing Regulations Covering all Drifting Events

| | |
|------------|--------------------------------------------------------------|
| Article 1 | Drifting Introduction |
| Article 2 | Event Description |
| Article 3 | Code of Driver Conduct |
| Article 4 | Organisation |
| Article 5 | Competitors and Eligible Vehicles |
| Article 6 | Conduct of the Meeting |
| Article 7 | Flags and Signs |
| Article 8 | Safety Audits |
| Article 9 | Vehicle Logbook |
| Article 10 | Noise Level |
| Article 11 | Competitor Safety Apparel Requirements |
| Article 12 | Vehicle Safety Requirements |
| Article 13 | Specific Requirements/allowances applied under this Schedule |

Note: Amendments will be *visually highlighted* for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

1. Drifting Introduction:

1.1 Drifting Events are competitions held usually on a road or circuit course, where a combination of linkable corners or chicanes are marked as the 'Judged Section' and Competitors are judged on their ability to complete the judged section while sustaining loss of traction enabling the vehicle to achieve the greatest angle whilst moving in a forward direction without losing control. Judged sections are marked to indicate the beginning and end of the section and loss of traction outside these limits is prohibited unless specifically detailed in the Supplementary Regulations.

1.2 This Schedule shall be read in conjunction with Appendix Two Schedule A relative to the driver and vehicle safety requirements. Notwithstanding Appendix Two Schedule A, Articles 11, 12 and 13 of this Schedule cover specific requirements to drifting competitions and as such take precedence over Schedule A. Together these Articles and Schedule A set out the requirements with respect to driver and safety requirements.

2. Event Description:

2.1 Drifting events are classified into three(3) categories being; 'Solo Drift', 'Team Drift' and 'Drift Battle'. Solo Drift is a ClubSport Basic status Event whereas Team Drift and Drift Battle are ClubSport Advanced status Events.

2.2 **Solo Drift** is a competition where single car drifting is judged on set criteria such as Speed, Line, Angle, Clipping Point Proximity and Style. The result is determined by points scored.

2.3 **Team Drift** is a competition where two(2) or more cars drift in formation (not battling). The judging criterion is the same as for Solo Drifting judging combined with additional Team Drifting judging criteria. The Team result is determined by points scored.

2.4 **Drift Battle** is a competition where two(2) cars 'battle' for the racing line. Each competitor will have a 'lead' and 'chase' run per session. The judging criterion is the same as for Solo Drifting judging combined with additional Drift Battle judging criteria which may include, but is not limited to, Speed, Chase (battle only), Line, Clipping Point Proximity and (of course) Style. Placing may be determined by the elimination process where each placing is 'battled for'.

Note: Other judging criteria may be used such as, but not limited to, brake usage, proximity to other cars, entry speeds, drift box etc. The criteria used for a particular competition will be detailed in the Event Supplementary Regulations.

3. Code of Driver Conduct:

3.1 Any occurrence or series of occurrences involving one(1) or more drivers, or any actions by any driver, which is considered to have had a negative effect on any competitor or competitors is not permitted and will be penalised. These occurrences, may result from, but not limited to:

- Causing an avoidable accident
- Dangerous or careless driving causing or likely to cause an incident
- Driving off the course / track
- Unacceptable driver behaviour

4. Organisation:

4.1 An organising permit is required for all Drifting Events. A ClubSport Basic permit is required for Solo Drifting; a ClubSport Advanced permit is required for Team and Battle Drifting events. Public liability insurance is provided with the MotorSport NZ permit. Two MotorSport NZ Stewards will be appointed for all Advanced status Events.

4.2 The Clerk of the Course shall hold a current Clerk of the Course Bronze Grade or higher Licence.

- 4.3** At least one(1) Judge with drifting experience shall be appointed for all Basic Status Events, and at least two(2) Judges for Advanced Status events. Additional observers may be used for clipping point proximity (as required). The number of appointed judges shall be detailed in the Supplementary Regulations for the Event.
- 4.4** Sanctioned Technical Regulations and Supplementary Regulations must be published for all National permit Series and Championship events.
- 4.4.1** Any alternative conditions and/or specific activities that differ from this Schedule must be covered in the Event Supplementary Regulations as approved by the Permit Issuing Authority.
- 4.5** The attendance of a qualified first aid official with a complete first aid kit is mandatory for all Solo Drifting Events and an ambulance (or equivalent) with qualified crew is mandatory for all Team Drifting and Drift Battle Events.
- 4.6** The minimum fire extinguisher requirements are as follows:
- One(1) 2Kg capacity dry powder (or foam equivalent) unit per flag point, and
 - One(1) 2Kg capacity dry powder (or foam equivalent) unit in the finish / run-off area, and
 - One(1) 2Kg capacity dry powder (or foam equivalent) unit to be carried in a vehicle to be used as an Intervention Vehicle (refer Appendix Two, Schedule H Part Two Article 5.).

5. Competitors and Eligible Vehicles:

- 5.1 Basic Status Event requirements:** Excepting those competitors as detailed in Article 5.3 below, the licence requirements are as follows:

- (1)** All competitors shall hold a current club membership of a MotorSport NZ affiliated car club except new entrants to motorsport, who may compete in two(2) Basic Status Events before being required to join a car club.
- (2)** Any competitor between the ages 12-16 years must hold a valid MotorSport NZ competition licence to compete.

- 5.2 Advanced Status Event requirements:** For any Team Drifting and/or Drift Battle event, all competitors must hold a current M Grade or higher competition licence.

Note: *Temporary M Grade licences are not permitted for Advanced status Events.*

- 5.3** All competitors of a 'Purpose Built Vehicle' are required to hold a valid MotorSport NZ competition licence of M Grade or higher.

- 5.4 Eligible Vehicles:** Eligible Vehicles are any Series Production Vehicle of two(2) wheel, rear wheel-drive configuration. The basic exterior appearance / silhouette shall be retained as well as the monocoque floorpan and the original bulkhead position. Engine (original location shall be retained), chassis, suspension, brake and transmission modification are unlimited providing this Schedule and Schedule A compliance is maintained at all times.

Notes:

- 1.** *The basic exterior appearance / silhouette may comprise of a combination of two(2) or more series production vehicles.*
- 2.** *The conversion of a series production vehicle into a 'utility' (known as a "ute conversion") is permitted, provided the vehicle forward of the 'B' pillar remains a recognisable series production vehicle silhouette.*

6. Conduct of the Meeting:

6.1 Prior to any practice, qualifying or competition sessions taking place, the Clerk of the Course must hold a drivers briefing and cover emergency procedures.

Note: *A formation lap for all competitors prior to practice beginning is recommended in order to acquaint drivers with the course layout and flag point positions.*

6.2 Passengers: may only be carried in cars under the following conditions:

- (1) Only in non-competitive session(s), and
- (2) Only when specifically detailed in the Event Supplementary Regulations as approved by the Permit Issuing Authority, and
- (3) In full compliance with the requirements of Appendix Five Schedule C, Part One Article 6 (safety cage is mandatory), and
- (4) The vehicle must be safety audited (scrutineered), and
- (5) As approved by the Clerk of the Course.

Note: *Passengers are NOT authorised to be carried during any Qualifying or competition run(s).*

6.3 At all times the access ways must be kept clear for the passage of emergency vehicles.

7. Flags and Signs:

7.1 **Flags:** The following are the flags that may be used and their meanings:

- (1) **Green Flag:** waved means the track is clear and you may commence drifting after you pass that flag point.
- (2) **Yellow Flag:** waved means there is a hazard on or beside the track; slow down and maintain control of current drift and do not initiate another drift until the incident is passed and the track is visibly clear to the next designated flag point displaying a waved green flag.
- (3) **Black Flag:** The Competitor shall stop drifting immediately and return to the pit and report to the Clerk of the Course or their representative.
- (4) **Red Flag:** All Competitors must immediately cease drifting, slow down ensuring following vehicles can slow in the space available, and proceed with maximum caution to the pit / dummy grid and/or obey official's instructions.
- (5) **Chequered Flag:** waved means the drifting session is over and return to the pits on that lap.

7.2 **Signs:** The start and finish of a Drift Zone shall be clearly marked, with the method used to indicate those points detailed in the Event Supplementary Regulations.

8. Safety Audits (Pre-event Scrutineering):

8.1 Safety Audits shall be performed as per Appendix Two, Schedule A Part One Article 3.1.

8.2 It is the responsibility of the Competitor to ensure that their vehicle meets at least the minimum safety requirements of the safety schedule as prescribed in Appendix Two Schedule A and this Schedule (Schedule DR) where applicable.

8.3 Entrants are required to sign, or provide electronic acknowledgement, of the declaration on the entry stating that their vehicle(s) comply with the Vehicle Safety Requirements of this Schedule and the requirements of Appendix Two Schedule A, and this together with the presentation of the vehicle for Safety Audit shall be deemed an implicit statement of conformity with the safety schedule requirements.

8.4 Competitors shall make their safety apparel and vehicle available for inspection at the request of the appointed Scrutineer, Technical Officer or the Event Organiser. The vehicle shall be presented in the condition that it will be used in competition with all equipment fitted, together with the vehicles MotorSport NZ logbook (refer Article 9.1).

9. Vehicle Logbook:

9.1 It is highly recommended that all vehicles used for competition obtain a MotorSport NZ vehicle logbook, however it is mandatory to have a logbook when competing in Advanced Status Events and for all Purpose Built Vehicles and/or Dedicated Motorsport Vehicles and/or those requiring a (MotorSport) Low Volume Vehicle Authority Card.

10. Noise Level:

10.1 No vehicle may exceed the maximum authorised noise level of 95db(A) at any time during drifting events.

10.2 The Clerk of the Course shall have the powers of Judge of Fact in this matter and there is no right of protest between Competitors in relation to noise levels.

11. Competitor Safety Apparel Requirements:

11.1 Appendix Two Schedule A requirements are the minimum acceptable for drift competitions. In particular the following safety apparel is highlighted, as the minimum requirement, to be worn by all drivers, and/or passengers (where applicable), in drift events:

11.2 A **Protective Helmet** in compliance with, and to a standard detailed in, Appendix Two Schedule A Part One Article 4.1.

11.3 **Protective Clothing** in compliance with, and to a standard detailed in, Appendix Two Schedule A Part One Article 4.3.

12. Vehicle Safety Requirements:

12.1 Schedule A requirements are the minimum acceptable for drift competitions hence Schedule A should be referenced as the definitive text. In particular the following items / requirements are highlighted:

12.2 **Safety Harnesses** shall be installed in compliance with Appendix Two Schedule A, (refer Part One Article 4.4 and Safety Harness Requirements Chart), as follows:

(1) Basic Status Events: 3 Strap harness, although a 4 strap harness is highly recommended.

(2) Advanced Status Events: 4, 5 or 6 Strap harness.

- 12.3 Safety Structures (Roll Protection):** A safety rollbar or safety cage homologated under Appendix Two Schedule A, shall be installed in all vehicles entered in drifting competitions as follows:
- (1) Basic Status Events: A safety rollbar (or safety cage) is highly recommended although it is not a mandatory requirement.
- Note:** *a safety cage (as detailed below) is mandatory if carrying a passenger.*
- (2) Advanced Status Events: A safety cage incorporating side intrusion bars adjacent to each seating position (refer diagram Appendix Two Schedule A Part Two Article 5.4(6)(a)) is required as a minimum, homologated by MotorSport NZ with an approval certificate contained in the vehicles MotorSport NZ logbook.
- Note:** *All safety rollbars / safety cages fitted to vehicles used in drift competitions shall be homologated (certified) by MotorSport NZ (refer Appendix Two Schedule A, Part One Article 4.6).*
- 12.4 Wheel and tyre combination:** shall be suitably matched, meaning the wheel rim width and the tyre width must be dimensionally compatible. The LVVTA compatibility table may be used as a reference. All wheels shall be in good condition, free from cracking or other structural defects.
- 12.5 Wheel spacers / adapters:** are authorised provided they are manufactured in one(1) piece with a maximum thickness of 25mm. Only one(1) per hub and the diameter shall not be less than the mating hub diameter.
- 12.6 Tyres:** Only treaded road tyres are authorised which shall be maintained to comply with the requirements of Appendix Two Schedule A Part One Article 4.9(3) (a) and (b), with the exception that cutting of grooves is not permitted.
- Measurable tread groove depth shall comply prior to each run (minimum of 1.5mm across $\frac{3}{4}$ of the width of the tyre).
- Tyres shall show no visible damage including the appearance of cord / wire casing.
- 12.7 Towing eyes:** All Purpose Built and Dedicated Motorsport Vehicles shall be equipped with front and rear toe-eyes as per Appendix Two Schedule A, Part One Article 5.15 and all other vehicles shall have an easily identified method of attaching a tow rope to the vehicle.
- 13. Specific requirements / allowances applied under this Schedule:**
- 13.1 Authorised Fuels:** All fuels as detailed in Appendix Two Schedule A, Part One Article 3.9 are authorised and as allowed for under Appendix Two Schedule A, Part One Article 3.9(5), an additive is approved as detailed under Article 13.2 below;
- 13.2 Nitrous Oxide (as an additive):** is approved for use under this Schedule when specifically detailed in the Event Supplementary Regulations. Any commercially available Nitrous Oxide System (kit) is authorised under the following conditions;
- All kits shall be installed and used as per the manufacturer's instructions together with any additional 'accessories' marketed by the same manufacturer.
 - The kit shall be installed in its entirety.
 - The bottle shall be specifically designed / labelled for the use of nitrous oxide, shall be indelibly stamped with a (DOT-1800) pressure rating, shall not exceed 10lb in weight and shall be securely located / mounted within the bodyshell in a central location.

- If mounted in the cockpit, the bottle shall be enclosed in a separate compartment and vented to the exterior. A pressure relief valve shall be fitted.
- Only a single bottle is authorised which shall utilise the supplied bracket securely mounted to the bodyshell incorporating spreader plates under the floor as necessary.
- All lines shall be those as supplied in the kit or appropriate replacement high-pressure steel braided lines.
- Only valves (as supplied in the kit) shall be used.
- Externally the vehicle shall display a 'N₂O' warning label / sticker affixed to the top of the windscreen (passenger side) and on both sides of the vehicle adjacent to the competition number (refer picture).



- 13.3** The **tyre tread** shall be housed within the vehicle's bodywork; this means the horizontal tread surface (road contact area) of the tyre, located vertically over the wheel hub centre must be covered by the bodywork when measured vertically.
- 13.4** **Exhaust waste-gates** are considered to be part of the exhaust system hence shall comply with Appendix Two Schedule A, Part One Article 5.2, and are vented beyond the mid-point of the vehicles wheelbase.
- 13.5** **Bonnet vents:** Additional vents may be introduced into the bonnet cover provided these are baffled with fine mesh. The bonnet must have an adequate seal at the rear / bulkhead.
- 13.6** **Side Windows:** The removal of side window(s) only, for the purpose of ventilating the cockpit is permitted, subject to the following:
- (1) All apertures adjacent to any occupant must be covered by a window net in compliance with Appendix Two Schedule A, and
 - (2) The method of window net release shall be clearly identified both inside and outside of the vehicle.
- Note:** *It is recommended that window nets are installed in all apertures where side windows have been removed.*
- 13.7** **Refuelling:** must only be performed in the assigned pit / paddock area for the event. Fuel shall only be stored in and dispensed from containers specifically designed for the purpose; this means containers with an integral spout that directly enters the vehicles fuel tank filler or a mechanical hand-pump with hose that also directly enters the vehicles filler. The use of 'open containers / funnels' are not permitted.

When re-fuelling a fire extinguisher shall be in close proximity.

Notes:

1. The Organisers reserve the right to inspect and if necessary approve refuelling equipment prior to it being used.
2. Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz).

APPENDIX FIVE

SCHEDULE RT – REGULARITY TRIALS

Last updated: 20 August 2018

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| Amendment Number | Date Published | Date Implemented | Article Number |
|------------------|----------------|------------------|----------------|
| | | | |
| | | | |

Standing Regulations for Regularity Trials

| | |
|-----------|-------------------------|
| Article 1 | Preamble |
| Article 2 | Determination |
| Article 3 | Special Conditions |
| Article 4 | Vehicle Eligibility |
| Article 5 | Event Starting |
| Article 6 | Competitor Requirements |
| Article 7 | Safety Equipment |

Note: Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

- Preamble:** Regularity Trials, being a ClubSport Basic permit status event, allow competitors to run their vehicles for the enjoyment of themselves and the spectators.

It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

The continuing existence of regularity trials relies upon the exercise of common sense, and, more particularly, good judgement on the part of the organisers in accepting or rejecting entries for specific events. Gross variations in potential speed are not condoned, and lap times close to racing lap times for specific vehicles are also unacceptable.
- Determination:** The winner of the competition shall be the competitor who records a total event time closest to the time nominated by the competitor, prior to the commencement of the competition, with minimum variation between lap times.
- Special Conditions:** Regularity Trials may be run as part of the program at a Race Meeting for the categories outlined in Article 4 and will be subject to the same administrative documentation and current safety requirements.

Event promoters must pay special attention to the differential in lap times related to the slowest vehicle when selecting fields for Regularity Trials

4. **Vehicle Eligibility:**

(1) **Historic Regulatory Trial:** Vehicles eligible to take part in Historic Regularity Trials shall be those complying with Appendix Six Schedules K, T&C or CR and as appropriate to the vehicle either Appendix Two Schedule A, or Appendix Six Schedule AA.

(2) **Modern Regulatory Trial:** Vehicles eligible to take part in Modern Regularity Trials shall be those complying with Appendix Two Schedule A.

Note: *A Modern Regularity Trial may not be run at an Historic and Classic Race Meeting.*

5. **Event Starting:** The method of starting may be either:

(1) Vehicles will be assembled on the starting grid in the usual manner. Each row of vehicles will be started individually at a time interval of not less than two(2) seconds between rows, or

(2) Vehicles will be assembled on the starting grid in the usual manner. Once assembled the five(5) second board shall be displayed. When the starting flag is dropped the two(2) cars on the first row of the grid shall start. All remaining cars shall move forward one(1) grid row, and the starter will then start the next row.

The method of starting shall be detailed in the Event Supplementary Regulations.

6. **Competitor Requirements:** Competitors will be required to hold as a minimum a current M Grade or higher Licence and a current membership card of a Member Club. No passengers may be carried.

7. **Safety Equipment:** Drivers must wear safety apparel that as a minimum is as specified in Appendix Two Schedule A or Appendix Six Schedule AA.

APPENDIX FIVE

SCHEDULE T – NAVIGATION RALLY COMPETITION

Last updated: 1 January 2024

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| Amendment Number | Date published | Date implemented | Article Number |
|-----------------------|------------------|------------------|------------------------------------------------------------------------------------------------------------------------|
| 36075 | 1 December 2023 | 1 January 2024 | Part Two, Article 3 Part Three, Article 6, 10 and 17 Part Four, Diagrams Part Five |
| 36023 | 17 November 2020 | 17 November 2020 | Part Three, Article 6 – Checks and Controls Part Three, Article 10 - Intersections |
| 37064 | 1 November 2023 | 1 November 2023 | Part Two, Article 3 – Entering a Navigation Rally |
| 37064 | 1 November 2023 | 1 November 2023 | Part Three, Article 6 – Checks and Controls Part Three, Article 10 – Intersections Part Three, Article 17 - Maps |
| 37064 | 1 November 2023 | 1 November 2023 | Part Four - Diagrams |
| 37064 | 1 November 2023 | 1 November 2023 | Part Five – Helpful Hints |

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Helpful hints.

Note: Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Part One – Introduction

Foreword:

When the Association of NZ Car Clubs was formed the discipline of Navigation Rallies (formally known as car trials) was a very popular activity in which the majority of club members participated in on a regular basis.

As Motorsport has evolved over the last 60 years Navigation Rallying has remained in very much the same style as it was, however rally activities have tended to overshadow it. Navigation Rallying is a unique sporting discipline which some have called “chess on wheels”.

This publication, prepared by the ClubSport Advisory Commission, contains the rules and regulations, along with Helpful Hints, all aimed at keeping the fun in our sport and seeking the opportunity to introduce more competitors to this type of event.

VALIDITY The various regulations contained in this Schedule become effective as from the 6th October 2023. This publication supersedes all previous editions.

Acknowledgements:

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Part Two - Introduction to Navigation Rallying

Navigation Rallying (as it is known overseas but was previously called Car Trialling in New Zealand) is the cheapest form of motorsport with competition at a national level. While it is not necessary to compete seriously at the highest level, many car clubs (and quite a few social clubs) run regular Navigation Rallies. These range from social events to equally enjoyable events following all the rules of the national events, but without their length and complexity.

The minimum requirements needed to compete in a Navigation Rally are; a motor vehicle with a speedometer and odometer, a driver, at least one other person, a clipboard and pen, and a reliable watch or clock. You may take as many other passengers as you like, up to the maximum seating limit of your vehicle. The NZ Road rules must be obeyed at all times.

All Navigation Rallies must comply with these regulations. MotorSport NZ Championship Navigation Rallies shall comply with the Articles governing same.

1. **Abbreviations:** The following abbreviations, in either upper and/or lower case, are used in this Schedule and may be used in Supplementary Regulations, instructions and documentation pertaining to the event:

| | |
|----------------------|--------------------------------------|
| CAS | Change Average Speed |
| CM | Centimetres |
| CRI | Competitors Running Instruction(s) |
| GR | Grid Reference |
| JNC | Junction |
| KM | Kilometre(s) |
| KPH | Kilometres Per Hour |
| M | Metre(s) |
| MotorSport NZ | MotorSport New Zealand Inc |
| NSC | National Sporting Code |
| ODO | Odometer |
| ORS | Open road sign |
| SR | Supplementary Regulation(s) |
| NRCB | Navigation Rally Competition Booklet |

2. **Definition of a Navigation Rally:**

- 2.1 A Navigation Rally is a non-speed competition wherein the main portion of the route is over public highways, roads and streets. It is an event where competitors follow a set of written instructions and the scoring of the competition is for adherence to the correct route maintenance of the prescribed time and/or speed schedule. If competitors make mistakes they will traverse a different course and travel a different distance.

- 2.2 Points are lost for arriving late or early at time checks or controls, some known some unknown, and for not recording check codes from check boards erected by the organiser on the correct route. Points may also be lost for not obeying the road code.

- 2.3** A Navigation Rally can be seen as a battle of wits between the organiser and the competitors. However the Organisers responsibility is to create a competition between the competing crews, whereby the Organiser tries to trap the competitors into following an incorrect route, while the competitors try to avoid the traps and follow the correct route.
- 3. Entering a Navigation Rally:** This part covers the entry requirements, the crew of the car, the eligibility of vehicles, equipment, compliance with traffic regulations, special regulations regarding radio and phone equipment and alcohol and drug regulations.
- 3.1** Entries will open and close in accordance with the provisions of the SR and all entries and associated fees (if any), must be lodged direct with the Secretary of the meeting. Late entries may be accepted by an organising committee, and such late entries may be subjected to an additional entry fee, the details of which must be prescribed in the SR.
- 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** The Organiser is responsible for ensuring that all details are complete before each competitor can start.
- 3.3** All vehicle owners, entrants, drivers, co-drivers, passengers and crew members must, prior to participation, sign the indemnity form and other appropriate requirements as set out in the SR. Any signatory to an entry who is under the age of 16 years as at the date of the start of the event is required to have such an entry counter-signed by a parent/guardian whose full name and address must also be given.
- 3.4** Subject to the provision of the SR for a Navigation Rally, teams of cars may be accepted for participation in such events.
- 3.5** The SR for a Navigation Rally may prescribe that a predetermined number of entries only will be accepted, and in such case, the method to be adopted for the selection of such entries must be stated in the SR. If no such maximum number of entries to be accepted is nominated in the SR, then all entries (subject to the provisions of Article 3.7) received at the closing date for entries will be accepted.
- 3.6** All SR governing the event must be available to competitors no later than at Documentation. Copies must be available at Documentation. For MotorSport NZ Championship Navigation Rallies, all SR must be available on request at least 14 days prior to the event.
- 3.7** In accordance with the NSC, the Organiser of a Navigation Rally, may decline to accept any particular entry without stating a reason for such declination. However, should such event be one for which Championship status has been granted by MotorSport NZ then any and all declinations of entries must be notified to the entrants concerned and MotorSport NZ concurrently. MotorSport NZ must be advised the reason therefore.
- 3.8** In the event of abandonment of the event or any entry being declined by the Organiser, entry fees as paid will be refunded as detailed in the SR.
- 3.9** The SR for a Navigation Rally shall prescribe whether Article 14.1 Sealed Timepiece System, or Article 14.2 Official Timepiece System shall apply.
- 3.10** Organisers responsibilities are contained in the Navigation Rally Organisers Handbook (Chapter 9 of the ClubSport Organisers Handbook).

3.11 Crew of the Car: Unless competing in either their first or second introductory event, every driver and co-driver must be a financial member of a car club affiliated to MotorSport NZ and hold a current civil driver's licence. For MotorSport New Zealand Championship events all such drivers must hold an M Grade Competition Licence, as a minimum grade, as issued by MotorSport NZ.

- (1) The minimum crew for each vehicle entered in a Navigation Rally will be a driver and one other person. Passengers may be carried up to, but not exceeding, the registered carrying capacity for the vehicle entered.
- (2) The driver and the co-driver may share the driving and no passengers other than the nominated driver or co-driver may assist with the driving. In events over twelve(12) hours duration for each competitor, one of the crew must be nominated as co-driver.
- (3) Unless otherwise prescribed in SR any change of driver, co-driver and/or crew and/or passengers from those nominated on the official entry must be made to the secretary of the meeting prior to the start of the event.
- (4) Every driver and co-driver will be required on request to present to the secretary of the meeting for inspection the following:
 - (a) Evidence of current club membership.
 - (b) A current driver's licence for Class 1 Vehicles.

3.12 **Eligibility of Vehicles:** Navigation Rallies held under these regulations are open to the following types of vehicles; cars, station-wagons, estate cars, SUVs, vans and utilities.

- (a) Every vehicle entered for a Navigation Rally held under these regulations must be registered and currently licensed under the NZ Transport Act 1962 (and amendments thereto) and must carry a Warrant of Fitness valid for the duration of the event.
- (b) Additional lighting is permitted. The fitting of one manoeuvrable searchlight on the roof or elsewhere is permitted under these regulations. Such a manoeuvrable searchlight must not be used within a 50 kph area.
- (c) Unless the SR prescribe otherwise, the vehicle nominated on the official entry for a Navigation Rally must be used for the duration of such event; no change of vehicle being permitted.
- (d) Each vehicle entered for a Navigation Rally held under these regulations will be required to arrive at the start line of such event with any competition number, if required to be carried (provided by the organiser of the event), displayed on the sides of the vehicle, and placed as high as is reasonably practicable. The competition numbers must be waterproof and maintained in legible condition throughout the duration of the event.

3.12.1 The responsibility lies solely with the entrant of each vehicle in a Navigation Rally to arrange such comprehensive insurance for their vehicle as may be deemed necessary. The attention of entrants is drawn to the fact that most Comprehensive Insurance Policies provide for a General Extension to include Reliability trials limited to road sections only. No additional premium or excess is payable where the event is conducted under the jurisdiction of MotorSport NZ but arrangements should be made for the Insurers to place the appropriate endorsement on the Policy.

3.13 Equipment:

- (1)** Tyre chains may be carried and used at the discretion of the driver without penalty.
- (2)** Any form of average speed calculating device and/or navigational aid is permitted to be used without penalty.
- (3)** Each competing car should carry a simple first aid kit, a reflectorised safety triangle and a fire extinguisher of one(1) kilogram dry chemical type or equivalent.

Unless the SR prescribes otherwise the greatest distance between the refuelling points will be 300km. The responsibility for the provision of sufficient fuel and any other supplies considered necessary lies solely with the competitor.

3.14 Starting Order and/or Procedure: Competitors starting order may be determined either by ballot, order of receipt of entries or other methods stated in the SR for a Navigation Rally. If no method is stated in the SR then the order of starting will be determined by order of entry. No cars in a team may be allowed to draw consecutive numbers.

- 3.14.1** Competitors will start from each starting point at not less than two(2) minute intervals and detailed route instructions will be handed to the competitors not less than one(1) minute prior to departure.
- 3.14.2** No oral briefing is allowed other than in club events.
- 3.15** Compliance with Traffic Regulations: The Road Code, any local by-laws and all Traffic Regulations, and particularly speed limits, must be rigidly complied with throughout the event. Breaches of any such regulations will be penalised and may lead to exclusion. The competitor must be notified or informed of the observed breach of the regulations at the scene of the offence or as soon as possible thereafter.
- 3.15.1** If the average speed prescribed for any particular section of an event is higher than that permitted by a local or temporary Speed Limit competitors are required to observe and obey such restrictions, and make up any time so lost after passing through such restricted area.
- 3.15.2** If the exhaust system of a competing vehicle is inadequate, damaged or faulty to the extent that it causes excessive noise, the competitor will be invited to make repairs or retire or may be compelled to retire by the organiser or officials of the event.
- 3.15.3** Any form of turning and/or stopping signals recognised by the Traffic Regulations will be permitted during daylight or darkness without penalty.
- 3.15.4** Observation Points may be established by the organisers to determine that all traffic regulations are abided by provided all such observation points remain in operation throughout the whole period that the competition is to pass through the operating area.
- 3.15.5** The type and location of an observation point must be notified to the Steward (if any), of the meeting prior to the event.
- 3.15.6** Where, as a result of the establishment of a speed trap, any competitor in the event who is conclusively proved to have exceeded the legal speed limit applicable to that area, they will suffer a penalty represented by a loss of points as set out in the schedule of penalties hereunder.
- 3.15.7** Any form of reckless or dangerous driving will be penalised.

3.16 **Special Regulations:** The use of radio transmitting and receiving apparatus, eg. cellphone, for the purpose of obtaining outside assistance during the course of a Navigation Rally held under these regulations, is prohibited.

Note: *It is permitted to use any of the other non-communication functions available on the cellphone (eg. calculator, timer function etc). Direct communication with the Organiser or their delegated official is permitted.*

3.16.1 The consumption of liquor or illegal non-prescription and banned drugs by any occupant of a vehicle competing in a Navigation Rally during the course of such event is strictly prohibited. Any and all offenders will be forthwith excluded from the competition and debarred from further participation in that competition.

Part Three – Rules Governing the Actual Event

The rules under the next parts cover the types of instructions to competitors, operation of Check and Control points, signs, definitions of roads and intersections, timing, claims, awards and penalties. The diagrams in Part Four are shown as examples only.

4. Instructions: The competitors in a Navigation Rally must comply with instructions from many sources. Depending on the level of the Navigation Rally they may come from any or all of the following:

- The Road Code
- The current New Zealand MotorSport Manual
- This Appendix 5 Schedule T, Navigation Rally Competition
- Navigation Rally Organisers Handbook
- MotorSport NZ Navigation Rally Championship Articles
- Supplementary Regulations
- Bulletins
- Overriding Instructions
- Manned Check or Control Handouts
- Competitors Running Instructions

4.1 The Road Code: The rules and regulations governing all motorists as issued in the Road Code MUST be obeyed at all times, and breaches may incur penalties.

4.2 New Zealand MotorSport Manual: This manual contains the National Sporting Code and is a set of rules applying to all motorsport events in New Zealand run under the jurisdiction of MotorSport NZ. It is issued to all car clubs and all holders of a MotorSport NZ competition licence.

Note: *A MotorSport NZ competition licence is not required for competitors in club Navigation Rallies.*

4.3 Navigation Rally Competition Booklet: This booklet is Appendix 5 Schedule T, and covers the Rules and Regulations to be obeyed by competitors.

4.4 Navigation Rally Organisers Handbook: This is Chapter 9 of the ClubSport Organisers Handbook, and covers the requirements applicable to Organisers.

4.5 The Articles Governing MotorSport NZ Navigation Rally Championship: Additional rules and regulations applicable only to MotorSport NZ Championship events.

4.6 Supplementary Regulations: These are issued by the Organiser of a Navigation Rally. They give information regarding the conduct of the event in addition to, or in explanation of, the requirements of the New Zealand Motorsport Manual, the requirements of the Navigation Rally Organisers Handbook and in particular the rules in Appendix 5, Schedule T.

For club Navigation Rallies the SR are available from the organiser at documentation for the event. For national events the SR are available two(2) weeks prior to the event.

4.7 Bulletins: These are used to make alterations or additions to the SR.

4.8 Overriding Instructions: If overriding instructions, additional to the SR, are to be used these must be limited to one(1) only in any one(1) section or subsection.

- (a) Overriding instructions in the SR are to apply to all sections and subsections of the event except map reading sections or subsections. This rule is in no way to prejudice Articles 8.2 or 10.2, or the use of coded check boards.
- (b) Overriding instructions in the CRI apply only for the section or subsection that the CRI apply to and are always listed above the CRI. They may also be limited to apply only between specified CRI. (eg: Applies only from CRI 7 to 28 inclusive).

Check their order of priority in the SR, this will determine when they are to be actioned.

4.9 Manned Check or Control Handouts:

- (a) **Manned Checks** are vehicles located on the route by the organiser to check the timing and/or progress of competitors. They are identified by a sign “CHECK” (and no identifying letter(s)) on the back of the vehicle. It is compulsory to stop, in front of the manned Check vehicle (legally) so as not to block the visibility of the sign, and report to the person inside. The person at the Manned Check may issue a written handout. This is a list of written instructions that apply in the priority specified in the SR.
- (b) **Controls** are similar to Manned Checks, except that the sign on the rear of the vehicle, or entry of the property/building, is “CONTROL”, and they signify the end of a section of a Navigation Rally. The person at the Control may also issue a written handout which must be followed in the priority specified in the SR. A “CONTROL” may also be at the start of an event or any subsequent re start such as after a lunch break.

4.10 Competitor’s Running Instructions (CRI): CRI are the basic instructions which advise how to negotiate most intersections. But remember to apply other instructions in the SR priority list as applicable.

Helpful hint: *Tick off each instruction as it is completed and cross out each instruction that is deleted.*

- (1) A copy of all CRI will be provided for each crew member other than the driver in each competing vehicle following the correct route.
- (2) The event may be divided into sections and may be further divided into subsections.
- (3) The maximum time for any one(1) section shall be three(3) hours and provisions for compulsory rest stops of a minimum of thirty(30) minutes shall be made at intervals not exceeding four(4) hours throughout all Navigation Rallies.
- (4) The route within an area with a speed limit of less than 61kph must not involve intricate route finding or any unnecessary deviations from the most direct or reasonable course, except in Social events of less than 100km, and then only at the Permit Issuing Authority’s discretion.
- (5) The CRI shall include clearly stated points at which changes of speed and/or directions are prescribed.
- (6) All CRI must be in the order the competitor is to use them. This includes average speed changes and organisers’ additional instructions given or obtained at Checks or Controls throughout the event. Speed changes may be a separate listing. There shall be only one(1) navigational and/or timekeeping instruction at any one(1) route point at any one time. If a timekeeping instruction is given at the same route point

as a navigational instruction then it must be combined with the navigational instruction or listed in a separate Speed Schedule.

- (7) All average speeds shall be in kilometres per hour only.
- (8) The CRI as issued for a Navigation Rally must be followed implicitly as failure to pass through Checks and/or Controls as directed and in the correct order of designation will incur a penalty under Article 20.12 or 20.17 as appropriate.

5. General:

- 5.1 Driver's Card:** This is a card (or sheet of paper) issued by the Organiser to each crew so that they can record the code letters (or numbers or words) on each unmanned check in the order they are found. This card and a time-piece must also be given to each Manned Check or Control where time will be recorded in the next blank space, EXCEPT some manned checks may only sign the card and may issue a Handout.

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, or** from the final check to final control where the control is within a city and provided:

- (a) That the final check is close to city limits and/or a common route.
- (b) That the final check is identifiable by the Code F prescribed in the SR and is non-directional and carries no other meaning.
- (c) That the route from final check to final control be kept as simple as possible.

- 6.2** Controls shall be located and deemed to be at the end of each section. At each Control any uncompleted instructions for that section shall be deleted.

- 6.3** Checks and Controls shall be located in such position that their establishment will not obstruct or cause any hazard to other road users, or cause any annoyance to nearby residents (for any reason whatsoever) or be sited contrary to traffic regulations or any local by-laws. In all cases they shall be located on the left hand side of the road as viewed by the approaching competitors traversing the correct route. The vehicles used by all Checks and Controls in the hours of darkness shall have side lights on for the duration of their duties.

- 6.4** The purpose of Checks and Controls will be to establish any one or more of the following:

- (a) The passage of competitors' vehicles past that point.
- (b) The time of the passage of a competitors' vehicle past that point for the purpose of establishing maintenance of the prescribed time and/or average speed schedule.
- (c) Compliance with traffic regulations in respect of driving and/or controlling of the vehicle or speed limits.

- 6.5 Organisers Responsibility:** In the event of a Check or Control due to be manned by officials not in fact being manned during the whole period when the competitors may report then all performances at such a point will be ignored in compiling the results.

- 6.6** All checks where time is recorded must be on the common route. A time check will have the word TIME on the board in addition to the word CHECK. A further letter may be used for Time Check identification. These may be manned or unmanned.

- 6.7** Where a competitor incurs time penalty points lost due to incorrect arrival at a Check or Control will be recorded against such competitor as irrevocably lost at that point.
- 6.8** All Checks and Controls must remain open for a minimum of sixty(60) minutes after the official scheduled time of arrival of the last competitor in the event, unless all competitors have passed through that point, whereupon such Check or Control may be closed. Competitors arriving later than thirty(30) minutes after their official scheduled time of arrival at a Control may be excluded from the results of the next section and be sent to the start of the following section.
- 6.9** The exact location of all Controls and end of subsection Checks must be clearly specified in the CRI.
- 6.10** At all manned Checks and Controls, unless directed in the CRI to do otherwise, each competitor shall:
- (a)** Stop past the Check or Control (so as not to obscure the Check or Control sign), park in accordance with the traffic regulations and any local by-laws before any occupant leaves the vehicle to,
 - (b)** Report to the officials in charge of the Check or Control and produce the driver's card or other identification and any other requirements as laid down in the SR to the officials for appropriate entry as to the time of arrival (or other entry as may be required). All entries made on the driver's card and other records must be signed by the official in charge and countersigned by the driver concerned or his representative. Any deletion, alteration or correction to the recorded time must be made at the point and signed by the official (Refer Article 20.21 for penalty). On the vehicle leaving the Check or Control, the time so recorded is irrevocable.
 - (c)** Carry out any further instructions as may be given verbally by the official in charge at that point. Such verbal instruction must not refer to a variation of the course to be followed, or the average speed to be maintained.
- 6.11** An unmanned Check may be established on the route provided that the Check sign is on the left-hand side of the road and is clearly visible, and instructions are clear in the SR to the procedure to be adopted at same. No unmanned Check may be placed in a position where it is illegal or dangerous to stop, or where it is likely to be obscured.
- 6.12** All manned Checks and Controls must be identified by a sign bearing only the word CHECK or CONTROL respectively. Unmanned Checks must be identified by a sign bearing the word CHECK plus additional character(s).
- 6.13** Unless a longer period is specified in the SR or CRI an allowance of one(1) minute must be given at all manned Checks and an allowance of two(2) minutes must be given at all Controls. A competitor must add this time allowance to his running time after checking in at all Checks and Controls. The start of the event, or any subsequent restart after a break, does not constitute a Control in so far as this time allowance is concerned.
- 6.14** Unauthorised stopping or deliberate deviation from the official course, designed to delay the arrival time at manned Checks and/or Controls, executed within sight of such points, will be penalised under Article 20.13.
- 6.15** Inconsiderate driving and/or misbehaviour entering or leaving Checks or Controls etc., by competitors, will be reported and incur penalties according to Article 20.2.

7. Signs:

7.1 In any instruction any and all references to signs, notices and/or landmarks must contain the exact words, letters and/or numbers as stated on such signs, or notice or description of such landmarks, and all words, letters and/or numbers must be clearly visible from the competitor's car along the correct line of approach.

The method by which letters and numbers on signs are quoted will be stated in the SR. For directional purposes, only one sign is to be quoted at any one route point at any one time.

The following shall play no part in the identification of quoted signs:

- (a)** Punctuation and arrows.
- (b)** AA insignia, initials and emblems.
- (c)** Local body, NZTA, car club names, initials, insignia and emblems.
- (d)** Road markings, street and house numbers.
- (e)** Postal Zones and Codes.

Highway shields and numbers.

In the quotation of signs, any and all spaces between the numbers and the letters "km" or "m" of a quoted distance are deemed not to exist. The following examples define the difference between one and two signs:

- (a)** Two(2) signs in each case: (Refer diagrams D1, D2, D3, D4)
- (b)** One(1) sign in each case: (Refer diagrams D5, D6)

7.2 Signposts and/or notice boards erected by an Automobile Association, NZTA, Local Body or Government Authority may be used but must not be interfered with or altered in any way whatsoever.

7.3 All detour signs erected by a Local Body, Automobile Association, NZTA, Government or other Authority must be obeyed by all competitors in a Navigation Rally.

7.4 References to letterboxes and house numbers must not be used in the CRI.

7.5 To follow a sign means to proceed along the road that is indicated by the said sign.

7.6 All no entry signs erected by a Local Body, Automobile Association, NZTA, Governmental or other Authority are to be interpreted as obviously intended.

7.7 Signs which pertain to, or are accessories to intersections are deemed to be at such intersections.

7.8 The sign (refer diagram D7) is defined as an Open Road sign and may be quoted as such in the CRI and SR without prejudicing any requirements that signs will be quoted word and letter perfect.

8. Signs Erected by Organisers:

8.1 Checks and Controls: All manned Checks and Controls must be identified by a sign bearing only the word CHECK or CONTROL respectively, and unmanned Checks must be identified by a sign bearing the word CHECK plus at least one additional character. These signs must be a minimum of 45cm wide by 30cm high painted black with white lettering. The minimum height of the letters in the word CHECK or CONTROL is ten(10) cm. For unmanned Time

Checks the word TIME must be a minimum height of five(5) cm. (Refer diagrams D10, D11, D12).

All code characters must be permanently affixed. All code characters must be of a minimum height of five(5) cm.

8.2 Arrows: Travel in the direction indicated by the arrows.

(a) A plain arrow is an additional instruction. (Refer diagram D8).

(b) An arrow with a “C” or a reversed “C” superimposed is a clarification arrow to clarify a CRI. The CRI is then deemed completed. (Refer diagram D9,).

- The arrow signs must be a minimum of 45cm wide by 15cm high, painted black with a white arrow the full length of the board.
- No arrows may be erected which are parallel to the competitor’s direction of travel. An arrow erected in a vertical position with the arrowhead pointing upwards as viewed by the approaching competitor signifies the use of the road of least deviation. An arrow erected in a vertical position with the arrowhead pointing downwards as viewed by the approaching competitor signifies a U turn is necessary.
- All signs as per 8.1 and 8.2 must be located on the official route.

8.3 No road board: (refer diagram D13) The sign must be a minimum of 45cm wide by 30cm high, painted black and the “X” painted in white. The “X” must reach each corner of the board. Such a sign makes a road non-existent.

8.4 All Check, Control and unmanned Check signs, arrows and signs to clarify private roads used in the hours of darkness must bear at least 25 square centimetres of reflectorised tape. The reflectorised tape must be placed near the border of the sign, and must not form part of the wording of the sign.

8.5 All unmanned signs erected by the organiser must be wholly sited a minimum of 0.5m and a maximum of 2m from the level of the road clearly visible from the direction of approach (viz. unmanned checks, arrows, etc.). Organisers cannot erect unmanned checks before the ODO and, where possible, signs are to be sited within 2.5m of the road edge.

8.6 A special sign or notice or extra instruction may be erected by the organiser of the event provided that a specimen of the type of sign has been displayed to all competitors prior to the start of the event. The minimum size of any such sign must be 45cm wide by 15cm high. Often referred to as a “Blackboard Instruction” this board may be headed with “BB INSTRUCTION”, “ADD INSTRUCTION”, “INSTRUCTION”, “BLACKBOARD INSTRUCTION” or “ADDITIONAL INSTRUCTION”.

8.7 A specimen of all Check, Control, unmanned Check, and no road boards, arrows and clarification arrows as may be used on the event must be displayed to all competitors at pre-event documentation.

8.8 Additional signs for clarification of CRI quoting signs: When it is necessary to clarify a CRI without using a directional arrow, the following signs will be used. They shall have the same purpose, excepting the directional requirements, as a clarification arrow. The sign must be a minimum of 30cm wide by 30cm high and painted in white against a black background.

(a) Sign to clarify a speed change CRI: A large ‘S’. (Refer diagram D14)

(b) Sign to clarify a navigational CRI: A large ‘N’. (Refer diagram D15)

- 9. Roads:**
- 9.1** All Navigation Rallies must be conducted over roads which are negotiable on the day of the event by two-wheel drive vehicles.
- 9.2** Where adverse weather conditions (e.g. flooding streams, snow, mud or slips resulting from force majeure) may prevent the negotiation of any section of the route, alternative routes must be prepared and submitted with the original application for permit.
- 9.3** **Private Road:** No private road will be used for the route of a Navigation Rally except where the person or body owning and/or controlling such road has granted prior approval to the promoter of the event for such use. This must be in writing and attached to the application for permit. The SR for an event must state how the organiser interprets the identification of a private road. Where doubt exists a No Road board may be erected at the start of such road.
- 9.4** A road is defined as a motorway, national state highway, provincial state highway, street, road, avenue, crescent, place, drive, parade and any other way to which the public have access as of right, and which is normally or can reasonably be used by an automobile.
- 10. Intersections:**
- 10.1** An intersection is defined as the junction of three or more roads. ie. The minimum requirement is as per diagram D19. An intersection encompassing an area of a different surface from that of the road, provided that all entries and exits of the encompassing road are visible from the point of arrival, is deemed to be one intersection.
- 10.2** The SR must prescribe the rule to be used to negotiate each intersection until the appropriate instruction can be executed. These rules include:
- (a) Straight Ahead Rule:** Proceed ahead on the road of least deviation even though this may require departure from the road on which the competitor is travelling.
 - (b) Main Road Rule:** defined as to proceed on the most obvious continuation of the road you are on. This rule may also be used as an individual instruction in the CRI provided the words “apply main road rule” are included in the CRI.
- 10.3** Except as in 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:
- (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)
 - (2)** A crossroads is defined as an intersection of four(4) roads. (Refer diagrams D20, D21)
 - (3)** A multiple is defined as an intersection of more than four(4) roads. (Refer diagram D22)
 - (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 in the CRI or in the SR. (Refer diagram D23)
 - (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)

10.5 Other Definitions:

(1) Road with Median Strip:

- (a) When passing the entrance of a road to which direct entry is not possible it is not permissible to consider that road in any navigation or timekeeping instruction. The road does not exist. (Refer diagram D27)
- (b) Where local Traffic Regulations permit the passage of wheeled traffic in two(2) directions on each of two parallel or approximately parallel carriageways divided by a median strip (whether sealed, cultivated, grass, with or without a kerb surround, or merely painted on the road surface) and such carriageways are designated by one or different names, then these carriageways shall be regarded as two(2) roads. (Refer diagram D28)
- (c) Where local Traffic Regulations permit the passage of wheeled traffic in one(1) direction only on each of two(2) parallel or approximately parallel carriageways divided by a median strip (whether sealed, cultivated, grass, with or without a kerb surround or merely painted on the road surface) and both of such carriageways are designated by one(1) name, then both of such carriageways shall be regarded as one(1) road. (Refer diagram D29).

(2) One-way Road: (Refer diagram D30).

- **Prohibited Entrances:** Where entry to a road is prohibited by local traffic regulations (e.g. No Right Turn, No Left Turn, No Entry, Road Closed, lane markings/arrows on road etc.) then such entrance is deemed to be non-existent.

(3) Straight Ahead: Proceed ahead on the road of least deviation even though this may require departure from the road on which the competitor is travelling. (Refer diagrams D31, D32).

(4) Main Road: Proceed on the most obvious continuation of the road on which the competitor is travelling, usually following the painted centre line road markings (Refer diagrams D31, D32).

11. **Odo Distance:** Navigation Rallies have a known route and distance. Organisers set average speeds, therefore there is a calculated time for travelling the correct route. At an early point in the Navigation Rally the organiser will give a specific route point and the exact distance, as measured by their odometer, from the start of the Navigation Rally.

12. CRI by Measurement:

12.1 An instruction may be given at a specific point determinable by odometer reading providing the distance does not exceed twelve(12) kilometres from a previous point in the event (e.g. Change Average Speed at 7.5km from the start of this section. Turn left 5km from last directional instruction).

- Any CRI involving measurement in change of direction must state “Note odo reading” in the CRI from which the measurement starts.

- 12.2** Where a competitor is required to change direction on measurement, no other road may be within 0.3km before the road intended to be used.
- 13. Common Route and Traps:**
- 13.1 Common Route:** The 'common route' in Navigation Rally language is the roads which are travelled by all competitors. It does not include roads which may be used by competitors who do not recognise a 'trap', or the roads used by those who do recognise a 'trap'.
- 13.2 Official Route:** The "official route" in Navigation Rally language is the roads which are travelled by competitors who complete all CRI in a Navigation Rally and who recognise all "traps" set by the organisers.
- 13.3 Off Course Route:** (also known as "Mugs Route"): The "off course route" in Navigation Rally language is the roads which are travelled by competitors who miss "traps" set by the organisers. They may miss one or two so only go "off course" for a short distance.
- 13.4 Traps:** A 'trap' is Navigation Rally language for a situation where the organiser is attempting to have a competitor travel on other than the official route. Examples of 'traps' are listed in Part Five, Helpful Hints.
- 14. Timing:** The timing of the competitors' vehicles in a Navigation Rally for the purpose of determination of adherence to the prescribed average speed and/or timing schedule shall be achieved by one of the following methods:
- 14.1 Sealed Timepiece System:** The competitor must provide Articles 14.1.1 and 14.1.2.
- (1)**
- (a)** A reliable timepiece accurate to within five(5) minutes in 24 hours, indicating individual hours, minutes and seconds and having a 12 hour reading only and a dial of not less than 3.50cm in diameter with seconds indicated by a full face sweep second hand, or a clock having a digital read out with individual second, minute and hour digits. Prior to the start of the Navigation Rally such timepiece must be submitted to and approved by the organiser. The organiser has the power to impound any clock for a technical inspection by a qualified horologist. The clock must have numbers on its face, including the hour 12.
 - (b)** For Championship status events a reliable timepiece accurate to within one(1) minute in 24 hours and having a digital readout, with individual hour, minute and second digits, at least five(5) millimetres high, displayed simultaneously. The digits should be on one(1) line and in the conventional order of hours, minutes and seconds and shall be either 12 or 24 hour readout. The organiser has the right to impound the timepiece to check its accuracy.
- (2)** A container capable of completely housing the timepiece and such container to be fitted with a glass or clear plastic top, and fitted with a means of effectively sealing the container in a closed position by means of:
- (a)** Wire and lead seals (provided by the organiser), or
 - (b)** Adhesive or self-adhesive non-reusable tape of a type approved by MotorSport NZ (provided and fitted by the organiser).

- (3) The competitor is responsible for setting his clock to the correct time before clock sealing.
- (4) **System of Operation:** At each manned Check and Control competitors must stop in accordance with Article 6.10.
 - (a) The arrival of that competitor is determined as the moment when the competitor hands his sealed timepiece and driver's card to the official.
 - (b) Competitors, upon handing their sealed timepiece and driver's card to the official shall state the time showing on their sealed timepiece. The official shall then verify the time and provided it is within five(5) seconds either way shall record it.
 - (c) Both the official and the driver (or crew member) must sign the appropriate entry.
 - (d) On the vehicle leaving the Check or Control the time so lodged must be accepted by the competitor excepting where, on reference to the preceding and succeeding checks time, the hour hand of the competitor's clock is found to have been mis-read, the organiser must correct this accordingly.
 - (e) At the organiser's discretion, the competitor's timepiece may be reset and the timepiece resealed in the container. The timepiece must be re-set to five(5) minutes before the competitor is to leave. At all locations where the competitor's timepiece is reset and resealed, a stop of not less than five(5) minutes will be provided solely for this purpose. The competitor shall be given a new time out if his timepiece is reset.
 - (f) The responsibility for the maintenance of the competitor's sealed timepiece in correct working order lies solely with the competitor. Officials will not be held responsible for the winding and/or adjustment of a competitor's timepiece.
 - (g) Competitors shall be ready to report to the official within thirty(30) seconds of stopping past the manned Check or Control, failing which they may be liable to penalty.

- 14.2 **Official Timepiece System:** The organiser must provide the timepieces to be used for the timing of competitors' vehicles in the event. The official time must be displayed at the start of the event. The timepieces used must be accurate to within five(5) minutes in 24 hours. Competitors must report to the official within thirty(30) seconds of stopping past the Manned Check or Control, failing which they may be liable to penalty.
- 14.3 Whichever system of timing is employed, competitors will be penalised for early or late arrival at Checks and/or Controls in accordance with the Schedule of penalties listed herein.
- 14.4 If the SR state that ten(10) second timing will be in operation, official time will be rounded up to the next 10 second increment and clocks will be read to this accuracy only.
- 14.5 Unless a longer period is specified in the SR or CRI, an allowance of one(1) minute must be given for each U turn on the official route.
- 14.6 Whichever system of timing is employed, at each unmanned Time Check competitors must record their arrival time, and identification letter if applicable, at that route point, on the driver's card provided by the organiser. Competitors must sign all such recorded times prior to stopping at the next manned Check or Control.

- 14.7 Touring Sections:** A Navigation Rally may, by notification in the CRI, include certain sections and/or sub-sections wherein no intermediate checks shall be established. Competitors at the finish of such sections/sub-sections may arrive early but are required to check in at the correct time.
- 15. Tulip Diagrams:**
- 15.1** Instructions showing the direction to be followed at intersections by diagrams clearly showing the position of the competitor's arrival at the intersection by means of a dot and an arrow showing the direction to be followed when leaving the intersection. (Refer diagrams D33, D34)
- 15.2** At least at every fifth instruction a road sign or other easily identifiable landmark must be quoted or indicated.
- 16. Straight Line Maps:**
- 16.1** A straight line map is a diagrammatic representation of the route to be followed by a competitor with the route shown as a straight line. All intersections must be shown. Such intersections must be shown on the side of the road on which they are to be passed by the competitor. The map bears no relationship to the actual angles of intersections of roads nor the actual relative distance between roads.
- In order to follow a straight line map the competitor shall interpret a road shown on the left/right of the straight line as meaning he shall leave a road on the left/right. (Example: Refer diagram D35)
- 16.2** At least at every fifth intersection a road sign or other easily identifiable landmark must be quoted or indicated.
- 17. Map Reading:**
- 17.1** CRI may contain instructions to be read from a map(s) provided that the map to which such instructions apply has been nominated in the SR as follows:
- (a) Only Department of Survey and Land Information TOPO50 maps may be used.
 - (b) The name of the map.
 - (c) The serial number of the map.
 - (d) The date of issue or other information to positively identify such map.
- 17.2** At the beginning of all sections and/or subsections a grid reference and a direction in which the competitor is facing must be specified.
- 17.3** No U-turns are permitted in map reading sections unless specifically instructed.
- 17.4** Map reading instructions must be confined to the following types of instruction or a combination thereof:
- (1) **Instructions involving six(6) figure numerical grid references:** But a direction of arrival and/or departure may be specified. A reference point shall be deemed to be in the centre of the road or intersection and must be plotted as near as possible to the centre of that road or intersection. A grid reference is two(2) three(3) digit numbers expressing latitude (first) and longitude. They will appear in the CRI or SR preceded by GR (or gr). A grid reference referring to an intersection shall carry the suffix JNC (or jnc). All grid references not intended to refer to an intersection must be a minimum of 200m from the centre of any intersection.
 - (2) **Named Roads:** A named road means that portion actually named on the map to the nearest side of the next intersection on either end of the name except that named no exit roads are exempt from the proviso of an intersection at the blind end. Where the end of a

named road is in doubt the name must be wholly included between perpendiculars to the named road drawn from the ends of that named road (see diagram). Where a portion of a road has two(2) names which apply to it under this definition, then that portion of road can be called by one(1) name only, within any one(1) instruction. Road names are not divisible (e.g. John Smith Road cannot be called Smith Road). (Refer diagrams D36, D37).

State Highway numbers are not to be used as names of roads. Instructions quoting named roads must be confined to the following:

- (a) Use a named road.
- (b) Do not use a named road.
- (c) Pass a named road.
- (d) Do not pass a named road.

In all cases the named road shall be the nearest road so named – distance measured by road as per map from the point of commencing the CRI. (Refer diagram D38)

“Use a named road” means use all the named part in its entirety without deviation from the said road. A direction of travel may be specified.

Example: (Refer diagrams D39, D40) Use Bell Road.

“Do not use a named road” means do not use any or all of the named part of the said road.

“Pass a named road” means use an intersection to which the said road is joined but does not cross and without using any or all of the said road or crossing the said road within that instruction. (Refer diagram D41)

“Do not pass a named road” means do not use any intersection to which an end of the said road is joined and without using any of the said road or crossing the said road within that instruction.

State highway shields, topographical information, descriptive notes are not deemed to make a road impassable.

- (3) It is permissible to specify a type of bridge or ford. Instructions quoting a bridge and/or ford must be confined to the following:

- (a) Cross a bridge.
- (b) Do not cross a bridge.
- (c) Pass through a ford.
- (d) Do not pass through a ford.

If specifying the type of bridge, the specification shall be in accordance with those shown on the Map index. In each case, more than one bridge or ford can be specified. The number of bridges and/or fords quoted in an instruction shall be the minimum number required to execute that instruction.

- (4) U-turn

- 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. 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 requirements, the shortest route to complete each instruction shall apply.
- 17.9** The reference table contained on the map is intended as a guide, and the diagrams shown in it are examples only.
- 18. Delays, Claims and Allowances:**
- 18.1** If delayed by circumstances beyond the control of a competitor in a Navigation Rally, such competitor will not make up time so lost but will run late until the next time Check or Control and report to the official in charge of the next control point the reason for and the actual delay involved. At the discretion of the organiser of the Navigation Rally, such delays shall not be penalised. If the organiser does not allow the claim, he must notify the said competitor so he can put in a protest within the prescribed time.
- 18.2** Except in club events, any claims concerning irregularities in the CRI must be made in writing to the Clerk of the Course within one(1) hour of the competitor finishing the event or the route and speed schedules being displayed. In club events the time limit for lodging claims concerning irregularities in the CRI shall be thirty(30) minutes. All other claims must be handed in immediately on clocking in at Final Control, having been attested to by officials encountered along the route. The organisers must adjudicate on each claim and advise the result to the competitor within one(1) hour of receipt of the claim unless the Steward(s) of the Meeting (if any) allow an extension of time due to the number of claims to be processed.
- (1)** A protest against a mistake or irregularity in a Navigation Rally shall be lodged within one(1) hour of the finish of the event for that competitor, or within one(1) hour of refusal of his claim as in Article 18.2.
- 18.3** No claims will be allowed for mechanical failures in Navigation Rallies. In the case of an accident involving injury or death, a competitor must stop and render all possible aid. Time so lost will entail a penalty not greater than the least loss by any other competitor in the sections involved.
- 18.4** Delays of the type mentioned in Articles 18.1 and 18.3 above must be substantiated by a disinterested party, e.g., by a marshal, an official or a competitor other than in the car concerned.
- 18.5** If delayed by tyre failure or broken windscreen, a competitor will be permitted an allowance of up to five(5) minutes without penalty provided that evidence of such tyre failure or breakage is produced to the official in charge at the next manned Check or Control where competitors are required to stop.
- 18.6** Except as provided in Article 18.3 above, the maximum delay permitted under the foregoing clauses is thirty(30) minutes and the delays in excess of thirty(30) minutes will involve the penalty of maximum loss of points for that section of a Navigation Rally.
- 18.7** The promoters, through their organising committee, shall have the right to reduce the number of penalty points, or to delete all the penalty points applicable to any one or more parts of a section of a Navigation Rally, should road conditions or other circumstances seriously delay the majority of the competitors, subject to the approval of the Steward(s), if any, of the meeting, prior to the publication of provisional results.

19. Complaints, Protests and Appeals:

19.1 Complaints: The requirements of organisers re signs and measurements stipulated in this Schedule must be adhered to. However, discrepancies in these areas may be subject of complaint by the Competitor to the Steward of the meeting or if a Steward is not appointed then to the Area Steward for investigation. If the discrepancy in the Investigator's opinion is minimal then the Organiser should be reminded of his obligations. Serious errors may involve penalty on the organiser and may be the subject of protest.

19.2 Protests and Appeals: (Refer to the National Sporting Code).

- (1) Should any protest or appeal re an irregularity in route instructions be upheld the points lost by all competitors at that Check(s)/Control(s) shall be deleted.

20. Penalties:

20.1 Breaches of the Traffic Regulations involving excessive speed, dangerous or reckless or negligent driving, including failure to stop at Compulsory Stops;

- Up to 500 points on each occasion, or exclusion for serious offence.

20.2 Inconsiderate driving and/or misbehaviour entering or leaving Checks, Controls;

- First Offence: 50 points
- Second Offence: 500 points
- Third Offence: Exclusion.

20.3 Exceeding the legal speed limit in a Speed Trap;

- 15 points per kilometre per hour or part thereof in excess of the legal speed limit.

20.4 Consumption of intoxicating liquor or illegal non-prescription and banned drugs during the Navigation Rally;

- Immediate exclusion.

20.5 Incorrect lighting;

- 50 points.

20.6 The use of radio transmitting and receiving apparatus, (eg: cellphone, for the purpose of obtaining private assistance);

- Exclusion.

20.7 Failure to comply with officials' or marshals' instructions – pertaining to the conduct of the Navigation Rally or failure to obey Navigation Rally rules;

- 50 points on each occasion.

20.8 Failure to report on time for vehicle scrutineering and/or competitors' documentation;

- 25 points.

20.9 Failure to report on time for departure from Start Point;

- 25 points on each occasion.

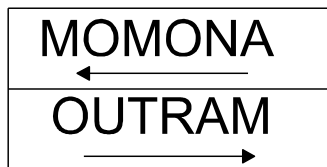
- 20.10** Arrival at the Start line without competition numbers, if required (and/or any other notices/decals required by the SR), mounted on the vehicle, in accordance with the Regulations;
- 20 points.
- 20.11** Late or early arrival at checks or controls where time is recorded. In excess of thirty(30) seconds late or early;
- One tenth of a point per second to a maximum of 180 points.
- 20.12** Failure to pass or stop at a manned Check or Control at which time is recorded, and/or failure to pass or record time at an unmanned Time Check.;
- 180 points.
- 20.13** Stopping, reversing, deliberate deviation from or turning on the official route, so as to delay arrival and/or change approach, executed within sight of a manned Check and/or Control (Marshals or Officials must actually see the infringement occur);
- 150 points on each occasion.
- 20.14** Failure of competitor's sealed timepiece for each manned Check or Control subsequent to such failure until and including the next manned Check or Control where the timepiece can be reset and re-sealed;
- 180 points on each occasion.
- 20.15** Maximum aggregate points lost at any one(1) manned Check or Control, or unmanned Time Check as listed under headings 20.11-20.14;
- 180 points.
- 20.16** Failing to report within thirty(30) seconds of stopping past a manned Check or Control, except in Touring Section/sub-section;
- 50 points.
- 20.17** Failure to pass and note down the check code at an unmanned Check and/or failure to pass or stop at a manned Check or Control which does not record time;
- 60 points.
- 20.18** Failure to give proper turning and/or stopping signals;
- 25 points.
- 20.19** Incorrect parking (A stationary car for the purpose of these regulations is deemed to be parked);
- 10 points.
- 20.20** Unauthorised opening of CRI;
- 300 points per occasion plus maximum loss of points for each Check and Control throughout the section/s involved.
- 20.21** Falsifying entries on drivers' cards or tampering with timepieces or seals or failure to have alterations to recorded times signed by an official;

- 300 points up to exclusion.

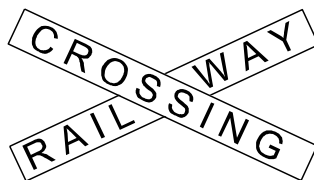
- 20.22** Imposition of any penalties specified in these Regulations and/or SR for a competition shall not prevent the imposition of such other penalties as may be specified in the National Sporting Code.
- 20.23** By notification in the SR for club Navigation Rallies some of the above penalties may be reduced, but this must be done in a proportional manner. (e.g. Timing and check penalties may be divided by six(6) thus giving a points loss of one(1) per minute and ten(10) points per check missed).

Part Four – Diagrams

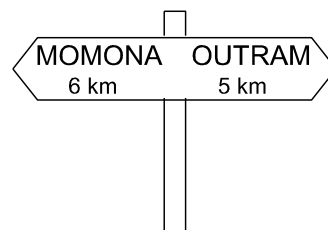
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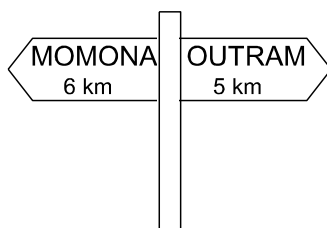
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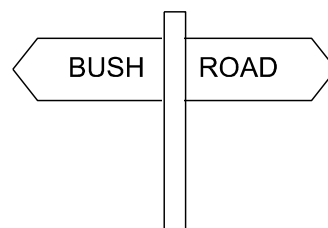
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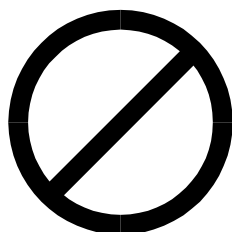
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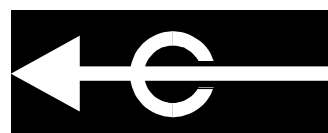
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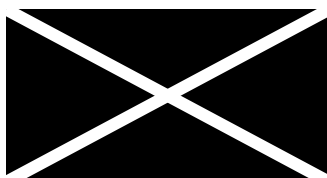
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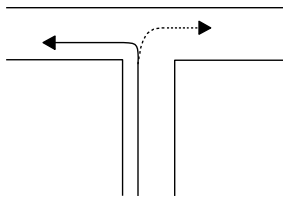
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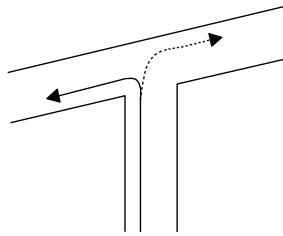
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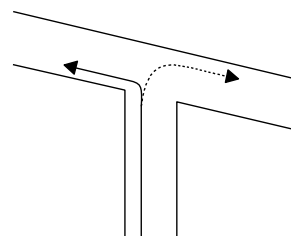
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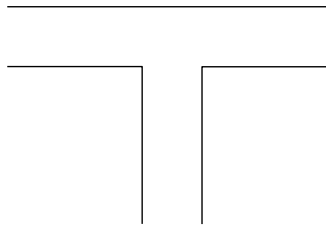
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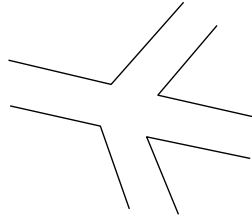
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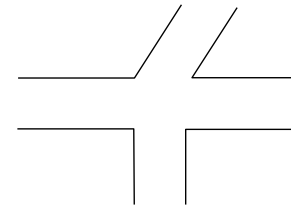
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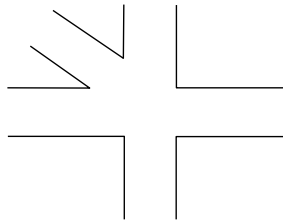
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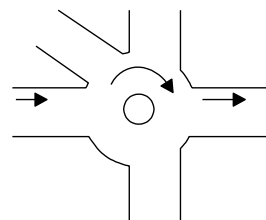
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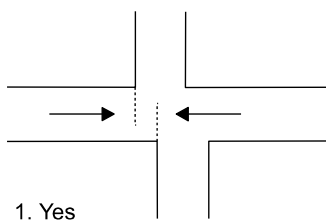
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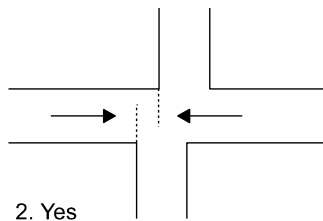


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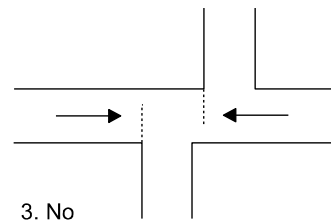
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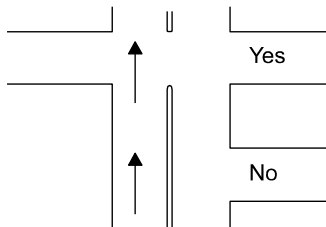
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3. No

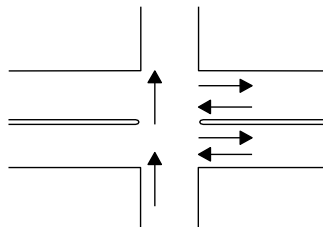
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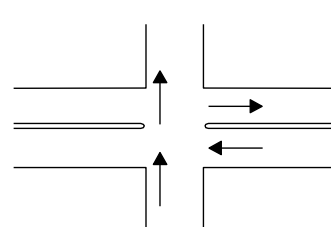
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No

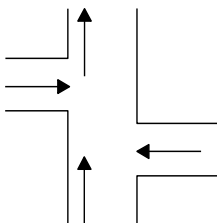
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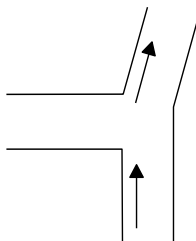
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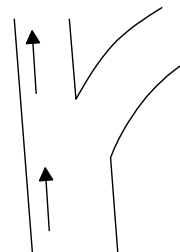
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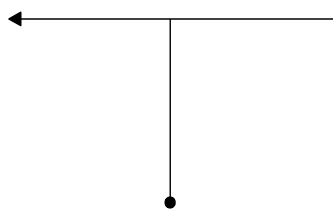
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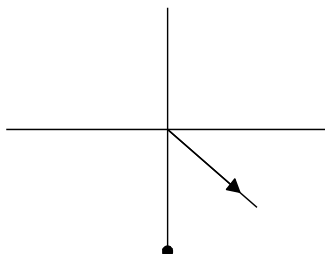
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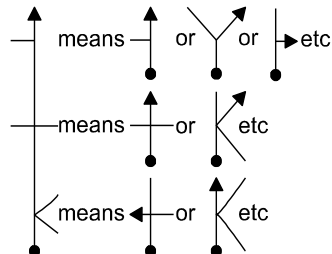
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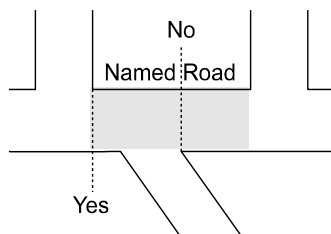
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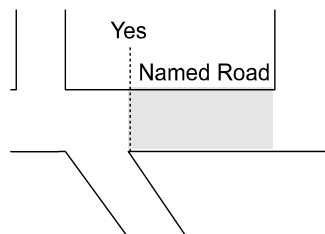
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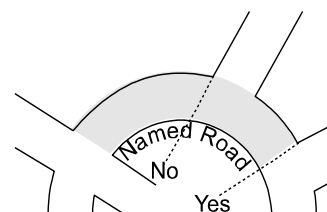
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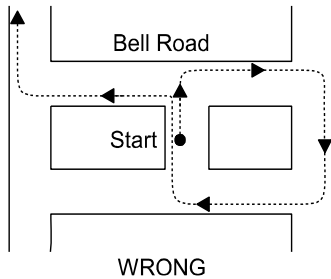
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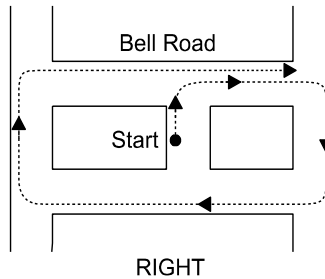
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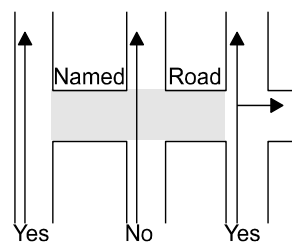
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Part Five: Helpful Hints

This part is NOT part of the rules or regulations but has been prepared to assist new competitors to gain some knowledge of what to expect when competing in a Navigation Rally.

Participants in a Navigational Rally

The participants of a Navigation Rally are collectively referred to as The Crew. The crew is made up of a minimum of two(2), being the Driver and a Navigator. Additional crew members up to the maximum seating limit of your car are permitted. The Crew are:

The Entrant: The person noted on the entry form as the Entrant. This person can be any member of the crew.

The Driver: The person who drives and must hold a NZ civil drivers licence which is current and full (not restricted).

The Navigator: The passenger who reads (out loud) the Supplementary Regulations (SR's) and Competitors Running Instructions (CRI's), or reads the maps, and tells the driver where to go.

The Co-Driver (optional): The person who is often passenger but may drive occasionally and must hold a valid NZ civil drivers licence as per the Driver.

The Timekeeper (optional): The passenger who calculates the time, based on distance travelled, to adhere to the speeds set in the CRI's. Any of the above drivers or navigator can also assume this role.

The Passengers (optional): Any additional persons not taking any role above. These persons are often not Club members or are newcomers or not regulars within the crew. Additional crew members are helpful in spotting Check Boards and the purposeful mistakes (Traps) in the CRI's and SR's.

Organisers of a Navigation Rally

The Organiser: (also known as the Promoter). The person or team of people who plot the Navigation Rally in the geographic area they have chosen and construct the Supplementary Regulations (SR's), Part 2 and the CRI's. They arrange printing of these and driver's cards for use on the event and also the Check Boards and other signs that are required. This is often a crew that normally competes but takes a turn in organising an event on the Club's calendar.

The Secretary: The person who arranges the Permit application and the SR's (Part 1) which is the advertisement or notice of the event that is sent to potential competitors / participants.

The Clerk of the Course: Usually this is the main organiser. However there may be another Clerk of the Course appointed.

The Checkers: The person(s) who accompany the Organisers on the "Checking Run" to ensure that there are no errors or contentious instructions that will cause confusion and create argument that can make an event less enjoyable.

Preparation for a club event

- You require a motor vehicle with a working speedometer and odometer, a driver, a navigator, a clipboard and pen and a clock or watch. You may also take a timekeeper and passengers.
- You can usually compete in your first one or two Navigation Rallies without having to join a car club. No motorsport licence is required except at MotorSport NZ Championship events, but the driver does of course require a drivers licence.

- Find out the level of event you intend to compete in.
- If it is a 'fun' event the only other thing you probably need is a sense of humour. Nevertheless study any rules issued for the event.
- If it is a 'timekeeping' Navigation Rally then you need to know what Navigation Rally terminology is used to describe roads and intersections and how to do some basic timekeeping. Study only those sections of the rules.
- If it is a 'novice' Navigation Rally find out which sections of the rules will be used and study only those sections.
- If it is your first event be sure to turn up on time for documentation, and ask the organiser if there is an experienced competitor who can assist you with information on the requirements for the event. Look at the sample CHECK boards and any other signs which the organiser has on display in order to be familiar with what you should be looking for during the event.
- Fill in and sign the entry **form** and pay any entry fee.

Supplementary Regulations (SR): (Refer Article 4.6). These should be given to you as soon as you arrive. Study the SR and underline or highlight the information which will be of navigational importance. (There is often much information which only pertains to the details of the running of the event).

Therefore study:

- (1) How signs will be quoted in the documentation.
- (2) The order of priorities where more than one(1) instruction is possible at any one time.
- (3) Action to be taken when encountering certain check codes.
- (4) Any overriding instructions, and which sections they apply to.
- (5) What abbreviations will be used on this event.
- (6) Any other details pertaining to the running of the event.

Competitors Running Instructions (CRI): (Refer Article 4.10). These will be given to you about two(2) minutes before you start. They are the basic instructions which advise how to negotiate most intersections. BUT remember to apply other instructions listed in the order of priorities as applicable. eg overriding instructions in the SR, or overriding instructions listed at the top of the CRI, or instructions to be carried out at some check boards.

- Tick each instruction as it is completed
- Cross out those that are deleted.
- These will also contain the average speed required and where changes to the average speed apply.

Odo Distance: (Refer Article 11). Do not forget to zero (or note) your odo at the start point.

Local Knowledge: Always follow the instructions for the event, do not use local knowledge (unless you are lost and need to get back to a known point in the event). For example you have a CRI which states "Go right into main road". You may know which road is THE main road in your area but in this case you cannot assume that your 'main road' is the correct one. You will need some additional information such as a sign "MAIN ROAD".

Remember, if you think you are lost read ahead in the instructions and try to identify an instruction which you can find. eg Go right at “BELLS ROAD”. Go to that point and continue with the Navigation Rally.

Straight Ahead Rule: Normally the lowest order of priority for instructions is ‘The straight ahead rule’. This means proceed ahead on the road of least deviation, even though this may mean leaving a major road you are on and continuing into a minor road or even a track!

- CRI by distance – refer Article 12
- Tulip diagrams – refer Article 15
- Straight line maps – refer Article 16
- Touring section – refer Article 14.7
- Overriding instruction – refer Article 4.8
- Manned check handout – refer Article 4.9

The above rules are short and concise, therefore make sure you take this booklet with you whenever you compete in a Navigation Rally to study whenever you are confronted by one of the above variations of instruction.

Common Route and ‘Traps’: (Refer Article 13). You will normally miss an unmanned check if you do not recognise a ‘trap’. This is where the organiser, on purpose, does not obey the rules. Examples are:-

- Traps on signs, where the actual sign and the instruction differ in some way, (eg. Refer Article 8 for rules governing signs).

(Assuming SR states signs will be quoted in capitals)

| Sign reads: | Instruction reads: | Trap is: |
|-----------------------------------|------------------------------|------------------------------------------------------------------------------------------------|
| GIVE WAY | <u>C</u> IVE WAY | instruction misspelt |
| JOHN RD | JOHN <u>R</u> OAD | sign not quoted correctly |
| PICTON 5 KM | PICTON ____ | sign not quoted in full |
| VALLEY ROAD | <u>V</u> ALL <u>E</u> Y ROAD | instruction misspelt |
| McLEAN Rd | McLEAN Rd | not valid if SR states signs will be quoted in capitals, (however MCLEAN RD would be correct). |
| and many, many more possibilities | | |

- When you encounter a ‘trap’ check the Order Of Priorities list in the SR and use the appropriate instruction to negotiate the intersection where the ‘trap’ is, usually the straight ahead rule, to find a check code which will put you on the ‘common route’.
- Normally on a well organised Navigation Rally you will not know that you have missed a ‘trap’ until you get the explanation sheet at the finish. The organiser should ensure that competitors who miss the ‘trap’ will rejoin the common route without getting lost.
- It is a rule that organisers must put checks where time is recorded on the ‘common route’. (Refer Article 6.6)

Map Reading: (refer Article 17). The supplementary regulations AND any pre event publicity must advise if map reading is going to be used on a Navigation Rally because you will need to buy the appropriate map. You will then (and only then) need to study Article 17.

Taking Part in a Navigation Rally

Prior to the start: The Organiser will have sent out the Supplementary Regulations (Part 1) which gives details of the event, start location and other pertinent information. Some Clubs may not use SR (Part 1's) as this information may be contained in monthly newsletters or bulletins.

Arriving: A crew arrives at Start Control at the location outlined in the Supplementary Regulations (Part 1) and are given the Supplementary Regulations (Part 2) (these are the basic pieces of information which apply to the event), an entry form and a drivers card on which they must write all of the "Check Codes" (a Check Code is the letter or group of letters on the top of a CHECK board) on each CHECK board they see.

They set their clock to their car number in minutes behind the official clock as outlined in the SR's.

They should collectively read through the SR's and discuss anything outside the normal, such as any over-riding instruction. Ask the Clerk of the Course or Organiser for clarification if needed.

Starting: Two(2) minutes prior to the start time, hand in your entry form and entry fee (if not already done) and collect the CRI's (Competitor Running Instructions) and get your car and crew to the START board ready to leave at the official start time.

Check the CRI's to see if there is an over-riding instruction or anything unusual.

Zero the trip meter in the car.

Competing: The Navigator clearly reads each instruction to the Driver who follows the instruction at the Average Speed stated in the CRI's (or the separate Speed Schedule if there is one).

EACH INSTRUCTION MUST BE COMPLETED OR DELETED BEFORE THE NEXT IS ATTEMPTED.

Usually the first board sighted will be the ODO board stating the distance the organiser travelled from the Start to this point so competitors and compare their own trip meter with this distance and adjust their timing if there is a variation in the distance.

The Driver is responsible for driving within the law and keeping to the average speed (usually travelling at 20kph above the average speed to allow for the stops and turns). The Driver also spells out the road signs to compare with any quoted sign in the CRI's. The Driver must also find the CHECK boards.

The Time keeper keeps track of the kilometres travelled and calculates the time the Rally should be taking based on the average speed. He will tell the driver to speed up or slow down.

Traps: These are purposeful errors made by the Organisers to determine the winners. A trap may be a spelling error or using an instruction that is impossible to complete. There are many variations of these so it is helpful to be familiar with the other areas of this Schedule.

Missing a trap means missing a CHECK board worth 60 points!

Check Boards: Write them all down – they all count but must be in the correct order.

Manned Time Checks: Take your Drivers Card and clock to the person in the vehicle with a CHECK sign on the back of it. Park in front of this vehicle to avoid blocking the CHECK sign from being seen by other competitors.

The Objective: To reach the finish in exactly the same time as the organiser calculated and see all the CHECK boards and write them down on the Drivers Card in the correct order. Doing so will avoid penalty points and to score zero(0) is the ultimate achievement and will earn first place.

The Finish: The final instruction will ask the competitors to take their Drivers Card and clock to the final CONTROL. This is the time to relax and review the event. A list of CHECKS and the speed schedule will be available.