



STANDARD REGULATIONS FOR NAVIGATION TRIALS

1. THE EVENT.

The event is an open Navigation Trial, held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (MI), these supplementary regulations and any final instructions before the start of the event.

2. ENTRIES.

2.1. Only fully completed entry forms will be accepted. No telephone, late or unpaid entries will be accepted. The number of starters is limited to 50.

2.2. Deleted 1.1.2008.

2.3. In the event of entries in excess of that number being received, starting places are to be allocated in order of receipt of completed, paid-up entries, but subject to priority being given to National Championship contenders as per Appendix 34, 2.6.

3. ROUTE.

3.1. Competitive navigation may not start before 21.01 hours. There will be no competitive navigation sections during daylight hours (Daylight is the period between: half an hour before official sunrise, up to half an hour after official sunset).

3.2. Tulip diagrams must be provided by the organisers covering the section from the start venue to the point where competitive Navigation begins.

3.3. A minimum additional time allowance of 10 minutes, in addition to the 50kph average, must be given between the start venue and the point where competitive Navigation begins and between the penultimate Control and the final Control.

3.4. Where the route passes through 50kph /60kph zone the average speed for the entire section cannot be more than 32kph / 20mph.

3.5. The point where competitive Navigation begins must be located at least 1.6 kilometres / 1 mile from a built up area and not within a 50kph /60kph zone.

3.6. The use of National Primary and National Secondary roads is discouraged. Where a National Primary or National Secondary road is used, the entry must be by left turn only. The exit from a National Primary or National Secondary road must be clearly marked and manned by a marshal / Time Point.

These requirements shall not apply in the case of sections not involving competitive navigation.

Canal banks and other dangerous areas must be shown on the route card. Caution boards should be used where necessary. Locations such as the Boyne Aqueduct and other places presenting extreme danger must not be used at all.

3.7. Organisers may only use 1:50,000 scale maps when setting out a route card but competitors have the option of using other maps during the event.

3.7.1. Average Speed is to be the average speed calculated from the time allowed to competitors to cover a certain distance. This distance shall be determined from 1:50,000 Ordnance Survey maps along the route specified by the organisers, or if no route is shown by the OS map, it is to be measured physically on the Ground.

3.8. All map references will be given to six figures on the National Grid system (eastings followed by northings). The Edition and Year of the Ordnance Survey maps will be declared by the organisers. Grid references given to competitors must be derived using an accurate Romer. GPS co-ordinates may not be used to calculate such references. Grid References must be given to 6 figures, with increments of no less than 0.5 if deemed necessary. Where greater accuracy is required, a clear diagram must be provided. "1/4" or "3/4" References are not to be used. Required Approach & Departure directions must also be indicated.

3.8.1. In addition to map references, Approved alternative methods of route instruction are Tulip ("Ball and Arrow") Diagrams, reference to spot heights, gridlines, clock face approach/ depart directions, straight or curved herringbones and map traces. However, great care must be taken to ensure the clarity and accuracy of such alternative methods, particularly if issued other than with the main route card. Methods not listed herein shall not be used.

Where Tulip or herringbone diagrams are used, the start point must be indicated and distances between all node (i.e. junction) points must be given, either by intermediate figures or cumulative from the start.

Where a route instruction incorporates unmapped roads, the end point of the route instruction must be given as a grid reference. The order in which points are to be visited need not necessarily be in the same sequence as shown on any route instructions, but where the



instructions are set out other than to match the order to be visited, the required sequence must be clearly indicated.

3.9. There will be Check Points, which will consist of - Controls, Time Points, Intermediate Time Controls (ITC's) or Vias, through which the competitor must pass in the order and manner in which they appear on the route card. A Check Point shall be deemed to extend for a radius of 50m around the actual point specified in the route instructions. A competitor is deemed to be at the point if within this radius. Alternative routes within this radius are not valid for the purpose of determining correct approaches and/or departures. Where direction changes occur within this 50m radius, which might cause confusion, either a clear diagram must be provided, or alternatively the approach /departure direction may be quoted as, for example "N>NW", meaning North approach initially (I.E. @50m), and then NW nearer the point, or, in case of departure, meaning North Departure initially, then NW at 50m. Where there is a requirement to pass at an earlier or later stage of an event through a different junction less than 50m away, then a clear diagram must be provided. This diagram shall provide clarity as regards limits within the 50 m radius in relation to boundaries for double visits. The official must be sited on the approach or departure road to or from each point. If officials are not present at a scheduled manned point during the whole period when competitors may report, all performances at such point will be ignored in compiling the results. Performances at a point not sited at the location specified will also be ignored.

3.10. Deleted - see 3.18 & 3.8.1.

3.11. Except as allowed by 3.12, all Out of Bounds, Non-goers etc. must be given with the initial route instructions. The issuing of grid references not relevant to the route is forbidden. Out-of bounds and "No" Boards should be used solely as set out in 3.21 & 3.21.1. They must not be used to define the route - Vias, even if unmanned, should be employed instead.

3.12. The start and finish of unmarked roads, which are part of the Trial route, and roads shown on the map which indicate the shortest route but which are in fact non-goers must be listed on the preliminary Route Card. The only exception to this is where unmarked roads are used as part of a tulip or Herringbone diagram. The direction of travel at any change of direction / junction where the intended route is unclear on an unmarked road must be indicated to competitors by ball and arrow tulip diagram(s). Arrows may also be used, but not instead of the tulip diagram. Where an arrow is used, it must be placed on the approach to the change of direction

/ junction, and immediately before the change of direction / junction. The intended route across open ground must be clearly arrowed.

3.13. Deleted - see 3.17.

3.14. All fords falling within the route must be proven to be passable within 30 minutes before passage of the first car. A marshal must be positioned at the ford to re-route competitors if necessary.

3.15. Any map displayed by the organisers at the start venue should indicate only the location of the various Time Points / Via's etc and must not show the direction of travel or intermediate details of the route between points.

3.16. An official Course car must visit all Check Points approximately 15 minutes before the due time of car number 1 for the purpose of checking that marshals are in position and their watches are set to the correct time. The course car crew must have a timecard completed by each marshal for practice and this time card must be displayed with competitor time cards on the clothes line system. Organisers may share this duty between two "leapfrogging" course cars, but all points must be visited, and a timecard completed at each point.

3.17. Each competitor will be issued with a routecard, which will contain details of the entire route (except as provided for at 3.10 above), at least 90 minutes before the due start time (105 minutes where the number of plots on the route card exceeds 50, 120 minutes where the number exceeds 60). Both the distance and the time allowed between the points and controls must be indicated on this route card. Any plots which do not define the route e.g. cautions, gates, rough road, NG's etc., must be given to competitors on a preliminary Route Card 60 minutes before any other route instructions are issued, but if the number of individual map references contained on the preliminary Route Card exceeds 30, an additional time allowance of 1½ minutes for every additional plot shall be given. Details of gates on the route which are not at or within 50m of a junction need not be given on any route card. All crews, independent of class, shall be issued with route cards in order of seeding.

3.18. Organisers may withhold some of the route information from the Main Route Card, and issue that information (to be known as Supplementary Route Instructions) at one or more Controls, Vias or Time Points during the event. However, organisers must ensure that the same be accurate and avoid ambiguity. The Maximum number of Time Points or Vias which may be omitted from the main route card is



4 per half on long events (those with amid-point halt) and 6 on shorter events (those without a mid-point halt). All Controls must be identified on the Main Route Card.

All route instructions issued during an event must be legible, accurate, and immediately apparent and visible once received. They must come complete with instructions as to how they are to be deciphered. Irrelevant information is not permitted. Route instructions must be on paper minimum size 210 x 95 (1/3 A4), if printed, text to be a minimum height of 3mm (e.g. Arial 14) or, if handwritten, large and clearly legible and must not be contained in envelopes. Cryptic or unexplained instructions are forbidden.

In the case of Instructions using Map References, Plots must not be chosen at locations where there are other junctions within 100 metre radius. Also, where more than 1 six-figure reference or spot height is required to define a point to be visited, the 4 or 6 point maxima above shall be taken to refer to the numbers of map references and/or Spot heights involved.

Plotting using standard grid references can be issued at time points located at junctions, where the correct departure has to be determined. Note that this departure direction does not count as one of the permitted 4 or 6 references mentioned above.

In the case of Instructions not using Map References, the departure Road from the point of issue must be indicated either by a compass direction given with the trace or the main route card or a physical arrow. An experienced person must be appointed to ensure that any information handed out after the start of the event is compliant with these requirements. This person must be identified on the Supplementary Regulations as the "Supplementary Route Instruction Checker".

3.18.1. Where Tulip instructions are used with 'Supplementary Route Instructions', no more than 2 consecutive 'competitive' Check Points can be issued.

3.18.2. Where 'Supplementary Route Instructions' are used, 'You are here' plot references in accordance with App 33 3.8 MUST be given at each Check Point location contained within these Supplementary Route Instructions.

3.19. The length of Navigation Trials shall be: Minimum 96 km /60 Miles. Maximum 193 km/120 Miles.

3.20. A refuelling halt is to be provided for any event over 136 km / 85 Miles in length (a long event). All events must have a control at the approximate mid-point .

3.21. Organisers must use a 'NO' board to prevent PR problems and/or to prevent competitors becoming unnecessarily bogged down on a non-goer. The 'NO' board should be placed such that the competitor can turn in safety. Competitors must not enter an area protected by a "NO" board.

3.21.1. Organisers must use an "Out of Bounds" (OOB) board to inform competitors of potential PR problems ahead and to take an alternative route. "OOB" boards must only be used where a previously unknown PR problem arises during an event.

3.22. Final instructions may not contravene GCRs. However, clarifications and additional requirements in relation to event-specific issues may be issued as part of final instructions. Non-compliance with these requirements may be the subject of a penalty under 21.24 below but no other penalty.

3.23. At no time during an event should competing cars be required to travel in opposite directions over the same piece of road unless the time schedule precludes any possibility of overlap, or unless the piece of road is of a broad two lane type adequate for two-way traffic. Full details of any two-way traffic must be given to competitors before the start of the event. In addition, organisers must take steps to prevent, by means of arrows, "stop" signs or otherwise, competitors departing from the correct route at locations where this is likely to happen, and where such departure would result in two-way traffic on roads unsuited to same.

3.24. An official who is familiar with the route must be available until the last competitor has left the start control.

3.25. An Official Course car (2 wheel drive non jeep type) must prove the Trial route within 12 hours of the start and must report back to the start no later than 30 minutes before due departure time of the first car.

3.26. Likewise a sweeper car should traverse the Trial route after the last car, to check that all competitors have safely covered the course. Marshals should stay in position until the sweeper car has passed. If it is not possible to have a sweeper car, the Marshal should drive the route between him and the following point as soon as the last car has passed.

3.27. The last timed checkpoint before the final control (at the finish) must be designated as a control.

3.28 The 'Navigation Safety Questionnaire' MUST be completed and signed by the COC in the presence of both the stewards and the stewards for submission with the steward's report and associated documents.



4. ELIGIBILITY.

4.1. Standard road-going vehicles only, including 4 wheel drive "jeep type" vehicles, will be eligible. All commercial vehicles are excluded. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle complies in all respects with the Road Traffic Acts. Limited safety modifications are permitted as outlined in Article 23.

4.2. The maximum engine capacity must not exceed 2000cc. Vehicles powered by forced induction engines are not permitted.

4.3. All nominated drivers must hold a valid FIA Driver's Competition Licence and all navigators/co-drivers must hold a valid FIA Driver's or Navigator's Competition Licence, which must be presented for inspection at the start of the event. Drivers must also produce a current RTA driver's licence.

5. PERSONNEL.

5.1. Each competing car shall carry only two persons; one, the nominated driver, and the other, the nominated navigator.

5.2. The nominated driver must drive throughout the event.

6. INSURANCE.

6.1. Drivers must possess valid Road Traffic Act Insurance covering their driving on the event. (GCR No. 78).

6.2. Drivers must produce a proof of acceptance from the insurers of the Irish Rally Drivers Scheme or BRDS equivalent, and pay the relevant premium including any excess applicable. Inclusion on the relevant database maintained by MI will be deemed to provide the required proof.

7. INDEMNIFICATION.

Both driver and navigator must sign an indemnification clause on the entry form and may be required to sign a further indemnification form at the start of the event.

8. TIMING.

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

8.2. The maximum average speed between any two consecutive timed points is 50kph.

8.3. Time can only be taken back, on the competitive route, at specified Time Recovery Sections (TRS) and the midpoint halt. Between TRSs, or between a TRS and a mid-point halt there must be a maximum average distance of 32km (20miles), and no individual such distance can exceed 40km (25 Miles) (ignoring in all cases any distance covered as a SRS).

Time Recovery Sections are to be c. 0.4 to 1.0 Km (0.25 to 0.6 miles) in length with a minimum time allowance of 7 minutes, maximum 12 minutes and defined by Time Points or Controls.

Competitors may take back 75% of the time allowed (fractions rounded down). A TRS must immediately precede the start of each Speed Regulation Section (SRS) except where a SRS commences at the first Time Point of the event or immediately after a "mid-point halt" where Article 8.8. applies.

8.4. The Chief Marshal/Clerk of the Course must ensure that all marshals set their watches to the official event time.

8.5. A Control, Time Point, VIA or ITC is deemed to be open 15 minutes prior to the due time of car number 1.

8.6. Where a Time Point is unmanned, a competitor may leave that point at the beginning of his/her due minute (subject to App 33, Article 11.1).

8.7. Where competitors are deemed not to have followed the intended route, e.g. not visiting consecutive timed points or taking a wrong approach and/or departure, they can subsequently rejoin the intended route without penalty under App. 33, Article 21.2.3 to 21.2.5.

8.8. On events with a "mid point halt", competitors can leave on their original scheduled departure time without incurring any penalty. Where the Mid-point halt is scheduled to last for 40 minutes or longer, the organisers may require that competitors leave on their original scheduled time. This must be included in final instructions.

8.9. Where the same Check Point is used twice within a 60 minute time window, one additional minute must be added to the time allowed for each visit to this Check Point. No Check Point to be used more than twice within 65mins of FCD time.

9. ROUTE CARDS.

Deleted - see 3.7. and 3.24.



10. TIME CARDS.

10.1. A minimum of two emergency telephone numbers, one of which must be a land line, must be printed on all Time Cards.

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

10.3. Times of arrival at Controls, Time Points and Intermediate Time Checks should be recorded on the Time Cards by the marshals.

10.4. No time will be recorded at Vias.

10.5. Noise Fails are to be recorded on the Time Cards by marshals.

10.6. A Stop/Yield sign Marshal must sign the time cards of each competitor in the space specified if they pass through the junction, indicating clearly whether or not they are being penalised.

10.7. A Damage Declaration Form should be incorporated on the final time card or supplied separately. Failure to properly complete and submit a Damage Declaration Card will attract a penalty of exclusion where damage is done but not declared and otherwise shall attract a penalty of 5 minutes.

11. MARSHALS.

11.1. Marshals, including Stop Sign Marshals, will be the sole judges of fact.

11.2. Any competitor reported to the Clerk of the Course by a Marshal as being abusive, discourteous or unco-operative will be excluded from the results.

11.3. All official cars at controls, time points, ITC's and Vias must be clearly identifiable (App.25, Artl. 4.3). Marshal's identification boards should be used.

12. NUMBERS.

12.1. Competitors must display numbers as, supplied by the organisers, on the leftside rear window. Paper used shall be A5.

12.2. Those competing in Championships may be required to carry decals on their car, and this should be included in the regulations for individual trials.

13. FORCE MAJEURE.

Force Majeure will apply to everything that is beyond the Organisers' control and will not be considered once a car has started the event. In the event of force majeure, the Organisers will make no alterations to penalties incurred by competitors. However, if a point is subsequently scrubbed because of an incorrect route instruction on the part of the organisers, no time penalty will be incurred at the next time point but accumulated time penalties will be carried. Distances shown by the organisers are deemed to be correct. At the organisers option, provided that at least 66% of the route has been completed, results may be calculated on the basis of performance up to and including the timed point previous to a point for which incorrect route instructions were given, the remainder of the route being disregarded.

14. STOP SIGNS.

14.1. The Clerk of the Course must man at least three stop or yield signs during the event, using senior experienced marshals. This rule is to be implemented regardless of the number of marshals available to the organisers.

14.2. Competitors must stop, ie. all forward motion must cease, at the point of entry to any road protected by a Stop, Yield, Stad or Geill Sli sign or Road Marking. The point of entry is defined as a line, real or imaginary, which defines the border of the road which the competitor is about to join. The precise location at which this cessation of motion is required shall be at, or no more than 1m in advance of (i.e. before) the stop line, where one is provided, or shall otherwise be at, or no more than 1m in advance of, a clearly identifiable marker (such as traffic cone or a suitable sign mounted on a stake), which marker must be consistent throughout an event, and an example of which must be shown at drivers briefing. The Stop Sign Marshal must be positioned such that he can observe the point of entry therefore he must be positioned at or near the point of entry onto the departure road.

However, at the discretion of the organisers, a "stop" marshal may, for safety reasons, be located at a point in advance of a potentially dangerous junction. In that case, the "stop" location must be identified by a sign as described at 14.10 below, and failure to stop will be penalised as per 21.16 below.



14.3. Any Stop or Yield sign which is manned must be CLEARLY visible to competitors from the correct direction of travel. Where exiting from an unmapped road, a suitable advance marker shall be placed c. 50m in advance of any stop location.

14.4. Before the start of an event the means of identification (e.g. Board, Jacket) etc. of a Stop Sign Marshal must be shown to competitors by the organisers.

14.5. The Onus is on the competitor to stop at a Stop Sign Marshal for the purpose of receiving a signature in the specified space on his/her timecard if requested.

14.6. Deleted - see 21.16.

14.7. Stop/Yield Sign Marshals may move from point to point along the route at his/her own discretion but, they must be present during the whole period when competitors may pass through the junction where the sign is located.

14.8. Deleted.

14.9. Deleted.

14.10. At junctions not protected by signs as per 14.2, organisers may nonetheless require competitors to stop by placing a stop sign on the approach road or lane. This stop sign must be shown to competitors at drivers briefing and may be manned for the purpose of stop sign penalty monitoring by an identifiable Stop Sign Marshal.

14.11. Should an organiser wish to marshal a Stop Sign on a SRS, this can be done only when combined with an ITC.

14.12. Deleted - see 14.2.

14.3. "Stop sign" penalties will not apply at roundabouts or on sections of road where the required average speed is 32 kph or less. However, Competitors are required at all times to comply with the Road Traffic Acts, and may be penalised for failure in this regard as per 21.24 below.

15. CLASSES.

15.1. There will be a total of four class divisions, as follows:

- A Expert
- B Semi Expert
- C Novice
- D Beginners

15.2. The classification of navigators for Regional Championships will be determined by the relevant Regional Championship Registrar in consultation with the Motorsport Ireland Navigation Sub-Commission.

The classification of the crew shall be the classification of the Navigator.

16. RESULTS AND TIES.

16.1. Results should be available within 2 hours of the last competitor finishing the event. If results are not available at this time, an amended time must be notified to competitors. The 'Clothes-Peg' (or a long table) system of displaying every Competitor's time sheets must be used in all cases. Prize-giving should not be unnecessarily delayed after the publication of results. Prizes must be presented on the night, provided that results are finalised, GCR No 166.

16.2. Ties will be resolved by the following principles:

16.2.1. The lesser experienced crew should take precedence (i.e. novice beats semi-expert beats expert).

16.2.2. Furthest cleanest.

16.2.3. Lowest penalty on Speed Regulation Section.

16.2.4. 2WD beats 4WD.

16.2.5. Lowest engine capacity.

16.3. In order to facilitate the speedy calculation of results at least 2 Time cards must be used, the first of which should be collected approximately half way through the event.

17. SELECTIVES.

Selectives are prohibited on Navigation and Retrospective Trial events.

18. SPEED REGULATION SECTIONS. (Not regularity sections)

18.1. Speed Regulation Sections (SRS) will be set at 48.28 kph 30 mph (0.5 mile/minute) unless otherwise specifically stated. They will be no more than 32km (20 Miles) and no less than 10km (6.21 miles) in length. The Clerk of the Course is required to include at least two Speed Regulation Sections in the route for events greater than 85 miles in length and at least one SRS for event of shorter length. SRSs will be located on tarmac roads and will include the most PR sensitive sections of the route. National Primary roads must not be used for SRS.

18.2. Competitors must be supplied with the following pieces of information: length of section, time allowed, and average speed if different from 48kph / 30 mph. Where the average speed is other than 48kph / 30 mph, then the organisers must provide a speed table. Where the average speed is other than 48kph / 30mph, this information may be contained on a supplementary route card. The average speed should not be set at less than 32 kph / 20mph at any part within the SRS.



18.3. Timing will be to the second. Penalties will be applied for every 10 whole seconds early or late (ref: Article 21.3, 21.4).

18.4. Types of time control are:

18.4.1. Time Points at the start and after the finish of the SRS, operate as for normal time points. Seconds are not to be recorded at these points

18.4.2. Intermediate Time Checks.

These are secret checks established by the organisers to check the competitors' average speed. The ITC is established at a precisely measured distance and timing is on sight. The distance from the start of the SRS to the ITC marshal will be a minimum of 5 km (3 miles) and a maximum 32 km (20 miles) in length. The exact point at which vehicles are timed must be clearly defined as demonstrated at drivers briefing. ITCs must be clearly indicated at the point of the check.

18.5. Each SRS will contain only one ITC. The minimum distance between this ITC and the time point at the end of the SRS is 3.2km (2 miles). 1 additional minute must be allowed to the next time point. The required average speed must be maintained for the full length of a SRS, except that 1 additional minute must be allowed from the ITC to the end of the SRS.

18.6. Where competitors are required to stop for the purposes of recording time, the time due at any Time Point or Intermediate Time check in that section shall be determined by the time recorded at the immediate preceding Time Point.

18.7. Previously carried lateness may not be made up during a SRS but may be made up outside SRS at TRS's and "midpoint" halts as per normal rules. If lateness is made up during a SRS (up to and including the finish Time Point of that section) penalties will be incurred.

18.8. Earliness must be carried during the SRS (up to and including the ITC of that section) but competitors must check into the next Time Point at the end of the SRS at their due time.

18.9. Deleted - See 10.2 and 10.3.

18.10. The entire route between two time points containing a SRS must be given as either a pre-plot with the initial route card or on sequential ball and arrow Tulip diagrams. In each case intermediate distances (junction to junction) must be given.

18.11. Organisers are to establish a measured distance at the start of the event which competitors can use to check the calibration of tripmeters. This must be exactly 1 mile in length and the start and finish must be clearly marked on the ground or by boards. This measured distance may or may not be a part of the trial

route but in any case, its location must be given to competitors at sign-on. The organisers distances are deemed correct.

19. DRIVING & NOISE.

19.1. Driving in a manner which would bring the Motor Club and Motor Sport into disrepute will result in exclusion. Strict observance of the law is required of each competitor and of those in any car which may be servicing him/her. Competitors are reminded that the Clerk of the Course must enforce compliance with this rule.

19.2. Competitors suffering an exhaust failure must retire from an event immediately.

19.3. Any marshal considering a competing vehicle to be too noisy should fail the vehicle at that particular Check Point by noting on the Time Card and on the Marshals Master Sheet

19.4. Any competitor receiving three Noise Fails is automatically excluded and must retire from the event immediately. A competitor who is excluded, in this manner, from more than one event during a season may be subject to further penalty.

19.5. A drivers briefing must be held prior to the start of the event. A check must be conducted to verify that all drivers are present. Driving standards, compliance with the RTA, Cautions and PR sensitive areas must be highlighted at the briefing.

20. SERVICING & ASSISTANCE.

20.1. No service / chase vehicles are permitted, except in a designated service area.

20.2. A competitor will be excluded if, in the opinion of the organisers, any vehicle with a connection with a competitor is found to have interfered with the proper running of the event, or caused a nuisance to other competitors or members of the public. Any vehicle used as a pilot or shadow car will cause such an exclusion.

20.3. The use of all two way radios, mobile and portable cell type telephones is banned while competing on an event.

20.4. Deleted.

21. PENALTIES.

21.1. Per minute late at a Control/Time Point - **1 mark.**

21.2.

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



21.2.2. Per minute early at the Time Point at the end of any SRS and the time point at the end of a TRS each offence - **2 marks**.

21.2.3. Where previous time point/via missed or an incorrect departure at previous time point/via or an incorrect approach at time point in question, competitors can rejoin route without incurring - **50 marks penalty as in 21.2.1**.

21.2.4. Where previous time point/via missed or an incorrect departure at previous time point/via or an incorrect approach at time point in question and competitors arrive before their original due time: each offence: per minute early - **2 marks**.

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

21.2.6. Passing an "out of Bounds" (OOB) board - **100 marks**.

21.3. Per 10 seconds late at an Intermediate Time Check - **1 mark**.

21.4. Per 10 seconds early at an Intermediate Time Check - **1 mark**.

21.5. Over 15 minutes late at a Time Point - **20 marks**.

21.6. Over 30 minutes late at/or missing a Control - **Exclusion**.

21.7. Missing a Time Point or Via - **20 marks**.

21.8. Missing or being over 15 minutes late at an Intermediate Time Check - **40 marks**.

21.9. Wrong approach at Control/Time Point/Via - **15 marks**.

21.10. Wrong departure at Control/Time Point/Via - **15 marks**.

21.11. Wrong approach OR wrong departure at Intermediate Time Check - **20 marks**.

21.12. Wrong approach AND wrong departure at Control/TP/Via/Intermediate Time Check - **20 marks**.

21.13. Deleted.

21.14. Traversing a Control/TimePoint/Via / Intermediate Time Check more than once each offence - **30 marks**.

21.15. Failure to stop at Stop/Yield Signs 1st offence - **50 marks**, 2nd offence - **Exclusion**.

21.16. Failure to stop at identifiable Stop Sign Marshal or other judge of fact - **50 marks**.

21.17. Visiting Out of Bounds area each offence - **100 marks**.

21.18. Altering a Time Card - **Exclusion**.

21.19. Removing any Time card from a clothes line/results display by a competitor without express permission of the CoC or results team - **Exclusion**.

21.20. Failure to complete entire event under own power - **Exclusion**

(except that vehicles that have left the route may receive assistance to regain the route or vehicles blocking the route may receive assistance, for the minimum distance necessary, to clear the route).

21.21. Failure to pass scrutiny at any time during the event - **Exclusion**.

21.22. Passing a NO board - **100 marks**.

21.23.1. Use of any form of satellite navigation systems whether by means of Mobile phone or otherwise - **Exclusion**.

Any competitor reported by a Judge of Fact to be in possession of a mobile phone or any instrument facilitating Satellite Navigation with the screen activated at any time between start and finish controls will be automatically excluded. There will be no defence to this ruling.

21.23.2. Use of any other form of Electronic mapping or information system at any time after the initial or preliminary card has been issued - **100 marks**.

This penalty will also apply where a competitor can be shown to have taken advantage of such use by any other party.

21.24. Breach of any regulation not otherwise the subject of a penalty herein, including breach of any requirement issued in writing by the organisers and with the approval of the stewards - **10 marks**.

21.25. Failure to visit time points in correct sequence, each offence - **20 marks**.

21.26. Failure to comply with Appendix 33; 23.1.1 – Non Start / Exclusion

22. AWARDS.

22.1. 1st crew overall **2 Trophies**
1st, 2nd, 3rd in each class **2 Trophies**
(depending on the number of entries)

22.2. Additional awards may be given as per supplementary regulations.



23. SCRUTINY.

23.1. All vehicles must be examined for compliance with regulations before the start. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle is in compliance with Road Traffic Act requirements. Seat belts, fitted tightly, must be worn at all times.

23.1.1 All drivers must provide a valid road worthiness certificate or disc for their vehicle (unless exempt under the RTA) to the Scrutineer at scrutiny.

23.2. All vehicles must carry a luminous red warning triangle and a torch. Cars must carry, at scrutiny and throughout an event, two hi-vis jackets or waistcoats with reflective bands. These must be worn by competitors while they are out of the car at any unscheduled stop during an event.

23.3. Fire extinguishers are recommended.

23.4. Standard headlights may only be supplemented by two additional lights. All such lights must extinguish on dipped beam. If additional lights are fitted, any supplementary manufacturer's lights must be removed. The wattage of all bulbs in forward facing lamps must comply with the RTA. Any additional lights must be fitted so that their horizontal centre-line is not above the top of the original manufacturer's headlights. Forward facing lamps must be incandescent type (i.e. Tungsten or halogen) only. Forward facing LED lighting or any form of gas discharge light is prohibited except if fitted as manufacturer's original equipment, and in such cases, no auxiliary lights may be fitted. Maximum wattage of individual bulbs 65w.

The Navigation Sub-commission, in association with Technical Commission, will arrange to carry out spot-checks on the lights of selected vehicles at scrutiny or immediately after events. This selection may be random by lots or targeted at a particular pre-selected overall or class finishing position or positions. In exceptional cases, where the Clerk of the Course or Scrutineers have reasonable grounds for suspecting that a particular car is fitted with non-compliant bulbs, a specific selection may be made. The crew of any vehicle so selected shall, immediately on request of the scrutineer or Clerk of the Course, remove up to two bulbs from the lamps in the car and present them for examination to the Scrutineer or the Clerk of the course. Should any bulb prove not to be in compliance with the above requirements, or should a crew refuse to present a bulb as requested, the crew in question shall be excluded from the event.

23.5. Under body protection for vehicles is permitted.

23.6. Competition brake linings / pads are permitted.

23.7.1. Full or Partial Roll Cages are not normally required or encouraged except where required in Sports cars as below. Where fitted, roll cages must blend in with the appearance of the vehicle and be sufficiently padded to protect the crew. Any diagonal bracing over level of bottom of glazing to be in one plane only, i.e. 1 main diagonal or 1 "X" brace only allowed 3 or 4 point safety harness and rally seats must be used if roll cages or hoops are fitted. Any car without a steel roof permanently attached to the bodyshell must be fitted with a full roll cage.

23.7.2. Where a cage or hoop is fitted, it must be fitted with energy-absorbing padding in the following locations:

over front doors and over windscreen, for minimum 400mm down Front pillar, and, unless main hoop is at least 50mm to the rear of the front of the headrests, for 400mm down leg of same. Padding elsewhere free and optional. "Energy-absorbing" padding means non-flammable purpose-made proprietary energy-absorbing (but not FIA spec) padding, minimum 10mm uncompressed thickness, and with a compressive resistance such that it will deform under strong thumb pressure to (not by) between 60 & 80% of its unstressed thickness.

23.7.2a. With effect from 1 October 2018, Roll cages or hoops will not be permitted on any Car taking part in a Navigation Trial. (exceptions may be considered for period Cars on Retrospective Events - see 2018 Yearbook).

23.7.3. The wearing of Helmets at any time during a Navigation Trial is prohibited.

23.8. Safety harnesses and rally seats are permitted, but, all manufacturers interior trim forward of the back of the rear seat, including rear seats/seat backs, door cards, dash assembly and carpet must be retained substantially unaltered.

23.9. Suspension may be altered provided mounting points remain as standard. Suspension systems which use remote reservoirs are not permitted.

23.10. Wheels must not extend beyond the periphery of the bodywork.

23.11. All vehicles must present in a manufacturer's original colour scheme subject to a maximum of two colours (excluding vinyl roof where applicable), or single colour if original colour scheme changed by respraying.

23.12. Vehicles are not permitted to carry sign writing, stickers or competition numbers, except numbers supplied by the organisers (see Art.12) and championship sponsors decals which may be placed only on the periphery of the rear screen.



23.13. Noise.

Every effort should be made to reduce noise to a minimum.

23.13.1. Exhaust system.

The permitted noise level measured at 45 degrees to the exhaust and 0.5m from the exhaust may be no more than 100 dB(A) at 3500 RPM. (2500 RPM for diesel engines) (Ref. App. 2 Art. 9)

23.13.2. Induction.

Carburettors must have filters fitted. Air supply to engine to be via an airbox fitted as original equipment to an engine of equal capacity by the manufacturer of the engine. It is the responsibility of the COC to ensure that: a) the necessary equipment is available, b) the required noise tests are carried out, c) the appropriate penalties are applied. See also Articles 19.2 – 19.4.

23.14. All Navigation Trials may have a noise test at pre-event scrutineering, at the half way halt, and the finish. In addition the COC shall have the discretion to include a noise test at any other point he thinks appropriate.

23.15. A competitor who fails the noise test must be refused permission to start or be excluded if the noise level cannot be brought within the prescribed limits.

23.16. Route sheets may be handed out at the start of due plotting time without the car having gone through scrutiny, but under no circumstances will a car failing to pass scrutiny be allowed to start the event.

23.17. The Vehicle Licencing Certificate (VLC) or Registration Book must be produced as evidence of compliance with Article 4.2 above.

23.18. Deleted 1.10.16

23.19. The carrying or use of any form of car mounted video recording equipment, webcam, or other means of image recording during a Navigation Trial is forbidden, with any breach of this regulation subject to a penalty of exclusion from the event.

24. OFFICIALS.

24.1. The Clerk of the Course, appointed by the organising Club(s), should ideally be an experienced navigator. If a new Clerk of the Course is appointed then the organising Club(s) must provide an experienced mentor to assist the Clerk of the Course.

24.2. All events must have a Competitor Relations Officer (CRO). This person would ideally be someone who is known to competitors, who is respected by them, be reasonably familiar with the route, and who has a good knowledge of the rules.

24.3. Organisers must ensure that all Officials, Marshals, etc. have signed on at the start of the event and have been provided with a copy of the benefits under the personal accident insurance policy for officials and that all entrants, drivers and passengers have signed an indemnity.

25. STEWARD.

25.1. The appointed steward must drive a minimum of two competitive sections of the route checking the following:

25.1.1. The actual distance of the competitive sections.

25.1.2. The actual time allowed as per the Time Card/Route Card.

25.1.3. The accuracy of the marshals watches. The results of these checks are to be appended to the stewards Report.

25.2. The appointed steward must also inspect the letters issued by the organising Club(s), in relation to the event, to both the residents along the route and to the Gardai.

25.3. The appointed steward must also check the use of "NO" boards.

25.4. Where an event receives a negative comment from the appointed steward regarding the route and timing then the next event run by the promoting Club(s) will be required to have the route and timing inspected and approved by the appointed steward for that next event. Such inspection to be carried out at least two weeks prior to the proposed date of the event.

26. PUBLIC RELATIONS.

26.1. Residents and other interested parties on and adjacent to the route who are likely to be disturbed or inconvenienced must be notified in advance about the event. Where at all possible this notice should be in writing and should enable residents and the Gardai to contact the organisers if necessary. Organisers should route events around towns and villages where possible, unless petrol or meal stops are planned.

26.2. All houses along the route and fringe roads must be visited. This requirement is not mandatory in the case of National Primary or Secondary Routes.

26.3. Ideally, the resident should be spoken to but at the very least a PR Notice must be delivered at each house.



26.4. All Garda Stations in the area of the route or parts through which the route passes are to be advised, in writing, of the event at least one week prior to the event.

26.5. Deleted.

26.6. The COC is required to satisfy the Steward that the foregoing has been complied with.

26.7. The Clerk of the Course and/or stewards of the meeting must notify MI of any complaint of inconvenience made by members of the public and of any significant accidents, particularly those involving third parties. Such reports should be submitted within 48 hours of the complaint and should include the time and place and any other relevant details.

27. QUERIES.

27.1. Any competitor may raise a query concerning the event, with the Competitor Relations Officer, if appointed, or with the Results Officer or Clerk of the Course as designated in the Supplementary Regulations.

27.2. Each query must be in writing, specify the nature of the query, and declaring the name, role and competition number of the person raising the query.

27.3. The time of receipt of each query shall be noted by the club official designated to receive queries.

27.4. A separate query must be raised for each individual matter being queried.

27.5. A query must be raised no later than 30 minutes following initial posting of the results. Where a query arises from reposted or revised results, this query must be raised within 15 minutes of such results.

27.6. When a query causes a change to results, the revised results must be posted on the official notice board with the time of posting noted. A period of 15 minutes must elapse before results are declared final, unless all competitors unanimously agree to an earlier declaration.

27.7. When a query causes no change to results, the person raising the query must be informed in writing of such decision at least 5 minutes before results are declared final.

28. PROTESTS.

Protests must be made within 30 minutes of the posting of provisional or revised provisional results and must be in accordance with MI General Competition Rules Chapter 11.

29. 'RETROSPECTIVE' TRIAL - DEFINITION.

29.1. A Navigation type Trial normally for Historic Cars on Open Road with an average speed not exceeding 30 mph with penalties for being early or late.

29.2. It may have a single itinerary which must be followed by all cars or be several itineraries converging on the same Rallying Point fixed beforehand and followed or not by a common itinerary.

29.3. The Trial may incorporate Driving and Autotests, Regularity Sections.

29.4. The Trial must be run in accordance with the provisions of this Appendix generally, save where modified by the provisions of this Article (Art 29).

29.5. Competitive navigation may not start before 21.01 hours. There will be no competitive navigation sections during daylight hours (daylight is the period between: half an hour before official sunrise, up to half an hour after official sunset).

29.6. At least 10% of the total route or 30 Miles (whichever is the greater) must consist of Regularity Sections.

29.7. The use of main / national roads is discouraged.

29.8. Dipped headlights must be used during daylight hours.

29.9. At least once in each section a Stop/Yield sign must be manned.

29.10. For daylight regularity a maximum average speed of 20mph is to apply for unsurfaced or single car width roads.

29.11. The average speed chosen for daylight regularity sections should reflect the quality / width of the road being used.

29.12. The use of "Motorsport Event In Progress" signs is encouraged for daylight regularity sections.

29.13. All householders residing on competitive sections to be advised of the passage of the Trial – this to apply for daylight and night-time sections.

29.14. Public Relations – refer to App 33 Article 26.

29.15. Traditional "Classic Rally" style plates to be used on the front and rear of vehicles in place of door numbers.



29.16. Noise – refer to App 33 Article 23.13.

29.17. Time controls must be sited at Stop / Yield signs or more than 0.25 miles from such signs.

29.18. Classes.

Each organiser is free to choose its own classes if it so wishes, however the following are recommendations:

- Class 1 - All cars manufactured before 31.12.45.
- Class 2 - All Minis and Mini Derivatives first manufactured before 31.12.77*.
- Class 3 - Saloon cars up to 31.12.66.
- Class 4 - Sports Cars up to 31.12.66.
- Class 5 - Saloon cars 1.1.67 to 31.12.77.
- Class 6 - Sports Cars 1.1.67 to 31.12.77.
- Class 7 - All other cars of a model that was in production before 1.1.85 to include cars not fully compliant with Classes 1-6 (at organisers' discretion).

*Specials or Cars specifically adapted for Autotests may be amalgamated with Class 2. This decision rests with the organisers.

29.19. The restriction of 2000cc and petrol turbos set out in Article 4 does not apply to Retro Trials.

29.20. It is recommended that Autotests be marked on a class basis. The fastest car in each class on any test scores 0 penalties and each competitor's penalty in his/her respective class will be the difference in time from the fastest in his/her class.

For example:

- Fastest car in Class 2 on Test 1 - 40.4 secs
- 2nd fastest car in Class 2 on Test 1 - 43.2 secs
- Fastest Car gets 0 penalties.
- 2nd fastest Car gets 2.8 penalties and so forth.

29.21. The nominated driver must drive all sections on the public highway. If another member of the crew wishes to drive on the public.

29.22. The imposition of penalties shall be in accordance with the following rules:

Road section:

- Failure to visit a control/check - **30 marks.**
- Wrong approach/departure at a control/check - **10 marks (each).**
- Each minute early/late - **1 mark.**

Autotests:

- Time taken per 1/10 second, ranked as 0; 3; 5; 7; 9; 11; 13; 15 and so on Striking a pylon/marker - **5 marks.**
- Line fault - **5 marks.**
- Failure to perform/visit test - **MAX***

*MAX = 15 marks.

NOTE: Tests are class based.

Retro Driving tests (all forward motion):

- Each second taken slower than fastest in class - **1 mark.**

Line/pylon fault - **5 marks.**

Failure to perform/visit test - **MAX***

*MAX = 30 marks.

NOTE: Tests are class based.

Navigation Test:

- Each minute late at check point - **10 marks.**
- Each minute early at check point - **20 marks.**
- Failure to visit a check point or more than 15 mins late - **100 marks.**

Wrong approach/departure - **50 marks (each).**
Exceeding 30mph between any two IP - **150 marks.**

Failure to stop at Stop/Yield sign - **300 marks.**
Maximum on Navigation Test (excluding exceeding 30mph or failure to stop penalties) - **400 marks.**

Regularity sections:

- Wrong approach/departure at check point - **10 marks.**
- Failure to visit check point - **30 marks.**
- Undue delay in checking in at checkpoint - **5 marks.**
- Maximum in any one regularity - **200 marks.**
- Maximum in any one ITC - **30 marks.**
- Each second early or late at each point - **1 mark.**

Entire event:

- Failure to stop at Stop/Yield sign - **300 marks.**
- Second offence - **Exclusion.**
- Failure to stop at a Stop Sign Marshal or Judge of Fact - **300 marks.**
- Second offence - **Exclusion.**
- Maximum lateness at any point - **15 minutes.**

30. NAVIGATION TRIALS RECOMMENDATIONS TO CLUBS

The following are recommendations, which have been arrived at over the years and Organising Clubs are asked to ensure that they are implemented to encourage and promote the future of Navigation Trials.

30.1. Entry Fees should be standardised to comply with National Championship Regulations App.34.

30.2. In an attempt to encourage novices / beginners, clubs should organize navigation classes. Excessively rough roads should not be used.

30.3. Beginners/Novices should be warned about the possibility that points may not be manned.

30.4. Deleted 1.10.16

30.5. As far as possible, the same crew should not run at Number 1 more than once in a season. Any crew who has demonstrated capability to win an event may run at Number 1, regardless of class. Seeding should be based on overall performance rather than class.



30.6. Deleted 1.10.16

30.7. Deleted 1.10.16

30.8. Deleted 1.10.16

30.9. Deleted.

30.10. Deleted 1.10.16

30.11. Every effort should be made to arrange the availability of petrol at the finish. It is illegal and inadvisable to carry petrol in cans in the car, and many crews travel long distances to compete.

30.12. Deleted 1.10.16

30.13. Instruction sheets should be issued to marshals, and it should be ensured that they know how to find their Time Point(s) or Via(s). Marshals should not have to rely on poor photocopies of maps to reach their destinations. They should be provided with the information, and given sufficient time to drive to the next time point when they close their current one. Ideally marshals should be given the full route, but not necessarily with all the time points marked.

30.14. Deleted 1.1.16.

30.15. Competitors should be encouraged to introduce at least one marshal each, to ensure the continuance of the sport.

30.16. To encourage marshals, clubs should give a Marshal's award at the end of the event.

30.17. The route should be planned so that the majority of marshals can get to the finish in time for refreshments, etc.

30.18. It is strongly recommended that proper sheltered accommodation be provided for mechanical scrutineering at all Trial events.

30.19. Clubs are encouraged to try organizing an event with a complete route pre-plotted, to be given out at the first competitive time point at the start and mid-points.

30.20. Clubs should remind competitors at briefing of the importance, for the good of the sport, of reporting any/all damage caused during the event.

30.21. Deleted 1.10.16

30.22. Clubs are reminded to strongly discourage the use of excessively rough roads or lanes to preserve the vehicle condition with regard to the renewal of Road-Worthiness test certificates.