

2024 Navigational Trial Regulations

NAVIGATIONAL TRIAL

1. INTRODUCTION

- A. A competition that complies with these regulations, in which navigation is used to arrive at a predetermined point and which may include additional competitions.
- B. A navigational trial must be designed so that all relevant road laws can be complied with by each crew.
 - a. A speed event, Race, Rally or similar cannot be included.
- C. Each crew may be required to report at designated points along the route.
- D. A time for opening and closing of the major control at the end of each division will be set.
- E. Intermediate time limits may be set within any division.
- F. No award or prize valued at over \$500.00 may be allocated in a navigational trial.

SCOPE

A. REGULATIONS APPLICABLE

Navigational trials are to be conducted under the regulations contained in this document

2. EVENT DEFINITIONS

A. OFFICIAL MAP/S

Those maps specified for navigation of the route instructions.

B. MAP REFERENCE

A location on any official map which may be defined as a grid reference or a clearly definable mapped feature that is given in the route instructions.

C. SHORTEST MAPPED ROUTE

The shortest determined route navigated from the official maps

- I. The shortest mapped route Via to Via is the shortest route between each successive VIA in a section or division in the order given in route instructions, without using any of the route in opposing directions.
- II. A VIA may be revisited but only after first visiting it as a VIA.
- III. The shortest mapped route overall is the shortest route from start to finish of a section that passes through each VIA point without using any of the route in opposing directions. Each VIA will be passed through in the same order as that given in the route instructions.
- IV. The shortest mapped route Instruction to Instruction is the shortest route between each successive instruction between Via's in a section or division. These will be in the order given in route instructions, without using any of the route in opposing directions.

D. HERRINGBONE

- I. A diagram representing the required route shown as the centre line of the chart and all other roads are shown as a branch.
- II. Where the herringbone represents an unmapped road the diagram must identify distances between successive branches.

E. TULIP DIAGRAM

- I. A diagram representing of a portion of the route to be followed.
- II. The direction of travel will be from a ball at the base and exited at a point identified by an arrow.

F. VIA

A specified location or point of the route, to be visited which is specified in the route instructions.

- I. The word VIA must be written in capital letters.
- II. The word via when not appearing in capital letters can be taken to have its normal dictionary meaning.

3. ELIGIBILITY

A. COMPETITOR AND CREW LICENCES

- I. Each driver must possess a current and valid civil driving licence and any relevant motorsport licence that may be required by AASA for the level of the event which must be presented to the organisers at sign on prior to the event and also upon any lawful request by an official.

4. NAVIGATION

A. ROUTE INTERPRETATION

- I. The official route will comply with the route instructions, supplementary regulations and all other event documentation.
- II. Each section is a separate structure.
 - a) The instructions and limits etc. of any section are unrelated to any other section, unless given as part of a division or multiple sections.
- III. The route to be followed between major controls, through various locations will be Shortest Mapped Route as described in item 2.C
- IV. A crew is deemed to have completed a section when,
 - a) Departs the major control at the start of a section.
 - b) Enters the major control at the end of a section.
- V. An instruction to use a specific road will be interpreted to proceed along part of that road.
 - a) If the requirement is to travel along a specific part, or the full length of that road then the instruction must be explicit.
 - b) Crossing a road is not interpreted as travelling along that road.
- VI. Entry to controls or VIA's must be along mapped roads unless otherwise specified in the instructions.
- VII. Vehicular tracks may not be used unless included in Supplementary Regulations or route instructions.
- VIII. On visiting a manned passage control, crews may ask for the trial distance at that point.

B. ROUTE INSTRUCTIONS

- I. Instructions may be issued at any control.
- II. The location of major controls in a section or division must be included in the route instructions
- III. Crews will not be required to depart a control area within 2 minutes when new instructions have been issued.
- IV. Route instructions for multiple sections must have the number of pages in the instructions clearly marked.
 - a) It is the responsibility of each crew to obtain and sign for their instructions
 - b) There will be no allowances if a crew neglect to pick up their route Instructions, road card or maps.
- V. All pages of the route instructions should show division and section identification on each page and must be sequentially numbered.
- VI. If the route instructions require crews to leave a control in a specific direction, that instruction must be the first instructions for that section.

- VII. For each division the route instructions must identify
 - a) Division number, official maps in order of priority; and location of major controls.
 - b) The approximate length of the section or information that will allow the approximate distance to be calculated.
 - c) The distances to refuelling locations should be advised at least daily.
- VIII. For each section the route instructions must identify
 - a) The section number, official maps in order of priority if these differ from the division information and the approximate length of the section.
- IX. Any changes to the route instructions must be in writing.
 - a) A copy of the changes must be shown to or given to each crew
 - b) Crews must sign acknowledgement of the information.
 - c) It will be deemed as sufficient that the changes are displayed at the crew briefing and crews are so advised.
 - d) Where the prescribed route is impassable then a redirection board must be placed and instructions relating to each redirection board must be provided to crews at the event documentation.
 - i. Any re-directional instruction will include the instruction to re-join the planned route at a nominated point or as per other directions.

C. MAPS

- I. The official maps for an event must be nominated and identified in event documentation or be supplied by the event organisers.
- II. Where parts of maps are supplied by the organisers then the origin, date of issue, legend and scale of the map must also be given.
- III. Each place, road junction, road or feature named in route instructions is deemed to exist on the official maps.
- IV. Where a road shown on a map is covered by any name or symbol then it is deemed to join up as a mapped road etc.
- V. If a mapped feature appears on more than one official map and is named or described in the route instructions then
 - a) The relevant map must be expressly identified for each point or
 - b) A priority of maps must be designated.
- VI. The organiser will not be responsible for inaccuracies etc of maps.
- VII. If the route instructions specify a point on a map, using a grid reference, then that point must also be identified with a description.
 - a) A Creek Crossing at GR6825-1262 not only GR6825-1262
 - b) A Bridge 500 metres W of an RJ GR6554-1749 not only GR6554-1749
- VIII. If a road junction, unmapped road or similar is located less than 2mm apart on the map or is undefinable using the maps scale, then adequate identification or clarification of the intended navigation must be given.
- IX. Where only mapped roads are to be travelled then unmapped roads may only be used if deemed as mapped for that division or section of the event as specified.
 - a) Where unmapped roads are to be used
 - i. The entry and exit points of an unmapped road are identified
 - ii. A route chart showing the distance at the entry and exit of the unmapped road will also be acceptable.

D. SHORTEST MAPPED ROUTE

- I. Shortest mapped route of any type may be specified for an entire section or division or for only part of a section or division.
- II. Where the official map shows a distance on every road to be travelled in a section, the correct route may be identified by the sum of those distances.
- III. If measuring aids are necessary to determine the shortest mapped route between two points and the length of any alternative route is less than 1 km or 5% in difference from the intended route then additional information must be given to determine the correct route.
- IV. Instructions between major controls or VIA's are to be completed in order.

E. TULIP DIAGRAMS

- I. Where a tulip diagram is included in the route instructions, each must appear in an area generally not less than 20mm x 26mm and which would normally show:
 - a) The entry direction vertically upwards from a ball
 - b) The route to be followed exited by an arrow
 - c) The width of roads identified by the thickness of the lines in the diagram
 - d) The transfer from sealed to gravel roads (or vice versa) by the use of dotted lines
 - e) The location of any course marker and control
 - f) The location of any caution with the degree of any danger by the use of exclamation marks.

F. OUT OF BOUNDS

- I. Where an out of bounds instruction is nominated in the route instructions:
 - a) Any point, road or area nominated as out of bounds may not be entered, crossed or traversed, unless route instructions allow otherwise.
 - b) If a road is nominated as being out of bounds between two points, it can only be crossed or turned off past these end points.
 - c) Unless the Supplementary Regulations specify otherwise an out of bounds will only apply for the section it is nominated for.

5. CONTROL AND COURSE PROCEDURES

A. CONTROL AND COURSE MARKERS

- I. Types of control markers are:
 - a) A set of cone markers that identify the control boundary
 - b) A board which marks a starting point.
 - c) Major controls and passage controls are also identified by boards
 - i. These must be clearly visible.
 - ii. A minimum size of 450mm x 450mm is the minimum suggested size
 - iii. With letters at least 290mm in height.
- II. Controls are identified by boards
 - a) Major controls will be identified by signs displaying an M on a white board.
 - b) Passage controls are located anywhere along the correct or incorrect route.
 - i. A manned passage control will be identified by signs displaying a P on a white board.
 - ii. An unmanned passage control will be identified by signs displaying a P on a white board and will also have an alpha numeric on the lower RH corner and must be clearly visible.
 - iii. Unmanned passage controls are a Visual Route Check

- iv. To confirm visiting unmanned controls each crew should record the alpha numeric information as required on their road card, in accordance with event Supplementary Regulations and as advised in the crew briefing.
 - c) Boards identifying manned controls must be placed on all possible directions of entry to the control.
 - d) Examples of boards to be used in the event must be displayed at the crew briefing, their intended use and the information to be recorded by crews must be explained at this time.
- B. CONTROL OPENING AND CLOSING**
- I. A control should open no earlier than one hour prior and must open before the scheduled arrival of the first car of the field.
 - II. Each control will be classed as open until the departure of the control official or by the removal of the control boards.
- C. CONTROL PROCEDURES**
- I. Control official has charge of all activities within the control area.
 - II. Each crew must present their road card to the control official upon arrival in a control regardless of if they are participating or not in that section and regardless of the direction they have arrived.
 - III. No crew or vehicle may deviate from a road to enter the control from a different direction within sight of a control.
- D. MAJOR CONTROL PROCEDURES**
- I. Each crew will be deemed to have finished a section when
 - a) Their vehicle crosses the control boundary
 - b) A member of the crew presents their road card to the control official at that control.
 - II. A crew may elect to stop their vehicle outside a control area provided that they do not obstruct traffic.
 - a) Unless supplementary regulations or route instructions may require crews to enter controls on sight.
 - b) At night, parking and tail lights must be left on.
 - c) A Control Official may require a vehicle to enter control promptly.
 - III. A navigator may enter the control on foot and may remain in the control area until their vehicle enters.
 - IV. Each vehicle must enter and leave all controls under its own power.
- E. BOUNDARIES OF CONTROL AREAS**
- I. The Control area is to be identified by an approved markers.
 - a) If the location is a specified road junction or road, then the control area is the area within the fence lines for a distance of approximately 50m from the specified location.
 - b) If any of the fence lines referred to above do not exist, then they will be deemed 20m from and parallel to the centreline of the road.
 - c) If the route instructions for the next section specify an exit direction from the control, then the control area can be extended up to 20m along the exit road.
- F. RETIREMENT FROM A TRIAL**
- I. Any crew or vehicle retiring from an event or section must endeavour to notify a control official.
 - a) A retirement may be temporary or permanent.
 - b) Having retired permanently a crew may not re-join the event without the permission of the Clerk of Course.

G. RE-JOINING AN EVENT

- I. Unless stated in the event regulations any crew or vehicle which is temporarily unable to continue is permitted to re-join an event at an instructed point, providing
 - a) The crew requests permission from an official to re-join the event and the request is approved by the Clerk of Course or a nominated Deputy
 - b) The vehicle must re-join at a point ahead of the sweep car.

6. SCORING AND RESULTS

A. RECORDS

- I. The passing and compliance with instructions of each vehicle and crew through at each controls must be recorded by a control official on the road card.
- II. A copy of this must be kept by the control official on their control card.
- III. The information recorded, as applicable may include:
 - a) Direction of entry
 - b) Time of entry
 - c) Recording of observations
 - d) Speed of vehicles and
 - e) Any other relevant performance of a vehicle or crew.
- IV. It is the responsibility of each crew to ensure that
 - a) Each entry is made correctly on their road card at each manned control
 - b) Unmanned control observations are recorded.
 - c) If a road card is misplaced or lost or if there is a discrepancy between the road card and the official control card, then the control card may be taken as correct at the discretion of the Clerk of Course.
 - d) Errors of recording information may be corrected by a control official or a judge of fact up to the time results are declared to be final.
 - e) Obvious errors or omissions on a road card or control card should be corrected by the Clerk of Course after appropriate consultation.

B. SUB-EVENTS

- I. Event regulations may include sub events or special tests. The results of these may be included in the results for the Navigational Trial.
 - a) These additional events may not include any form of speed tests

7. EVENT ORGANISATION

A. DIRECTION OF TRAVEL

- I. No road may be used in opposing directions within the same division.
- II. If noted in the Supplementary Regulations, crews may be penalised if reported to be travelling in a direction that opposes event traffic

B. OTHER COURSE VEHICLES

- I. An official vehicle should traverse each Section not more than three hours prior to the running of the trial.
- II. In all trials there should be a sweep car to clear the course.
- III. The sweep car will travel the course at the closing of each section.
- IV. The crew of this vehicle will also clear each control to ensure that gates are closed, and any signs etc erected by the organisers or set up crew are removed.
- V. Any property damage is to be noted.
- VI. The sweep car will also check for missing crews.

C. COMPETITOR/CREW COMMUNICATION

- I. Trial organisers may prohibit the use of mobile phones or other means of communication except in emergency situations

General Information

1. DEFINITIONS

A. CONTROL

- I. A designated marked area which can be manned by officials. Information of each crew's compliance with instructions is recorded at controls which may be:
 - i. Major control which is located at the start or finish of a section or division.
 - ii. Passage control located between major controls to confirm compliance of the route and Instructions.

B. DIVISION

- I. A group of sections competed in order.

C. DOCUMENTATION

- I. Event documentation may consist of but not limited to the following
 - i. Supplementary Regulations
 - ii. Entry Form
 - iii. Any Further Regulations or Bulletins
 - iv. Vehicle Safety Check Form
 - v. Additional information
 - vi. Route Instructions
 - vii. Maps
 - viii. Road Books

D. FINISHER

- I. A crew and their vehicle which completes the Trial as instructed in the event regulations and instructions.
- II. This may also include any errors of navigating the route made by the crew.

E. JUDGE OF FACT

- I. All officials will be responsible for being a judge of fact.

F. OBSERVATION

- I. Information to be recorded by each crew.
- II. This information must be found on the left of the vehicle while travelling in the correct direction of the planned route.
- III. Any exceptions must be noted in route instructions.

G. CREW

- I. Those people nominated on the entry form and accepted by the organisers to travel in the vehicle nominated on the entry form.

H. OFFICIALS

- I. Any person appointed by the event organisers to monitor the progress and of crews throughout the competition.

I. OFFICIAL TIME

- I. The time shown by the timepiece of a designated official of the event which should be as close as possible to the standard local time of the state.
- II. A digital clock of a mobile phone or similar device is preferred.

J. PRIVATE PROPERTY

- I. Land is deemed to be Private Property if some person or body is liable to pay rates and taxes to a municipal authority in respect of that land.
- II. This may include crown land, leased land, reserved land and land leased to institutions and semi-government bodies.

K. ROAD CARD

- I. The official card or sheet held by each crew which they use to record details of their activity within the event.

L. ROUTE CHART (also refer to Route Instructions)

- I. A listing of consecutive odometer readings with corresponding instructions using:
 - i. Distance of odometer readings representing the distance covered by the route chart and the relevant instructions.
 - ii. Intermediate distance of odometer readings that represent the distance between consecutive instructions.

M. 1.14 ROUTE INSTRUCTIONS

- I. Information issued by officials to each crew that the route is derived from. It can be in any of the following:
 - i. Route chart.
 - ii. Tulip diagram
 - iii. Herringbone
 - iv. The centre of a letter in a word which is in bold and underlined
 - v. Grid reference
 - vi. Description of roads shown on a map
 - vii. A point within 1 km of a specified feature
 - viii. Map References in any other form published and permitted by the regulations of the event.
- II. Information to plot the route will be taken from documents in the following order of precedence:
 - i. Written alterations or updates to the route instructions that are given out during the event
 - ii. The event route instructions
 - iii. Bulletins - in reverse order of issue
 - iv. The event Supplementary Regulations.

N. SECTION

- I. A segment of the route between successive major controls within a division.

O. SPECIAL TEST

- I. An activity which be added to a trial and which leads to a score.

P. TEAM

- I. Any group of vehicles or crews which may be required for special conditions for awards as specified by the event Supplementary Regulations.

Q. VISUAL ROUTE CHECK

- I. A board Identified with a letter and an Alpha/Numeric that represents an unmanned passage control

2. ELIGIBILITY AND ENTRY

8. COMPETITOR AND CREW LICENCES

- A.** Each driver must possess a current, valid civil driving licence and any relevant motorsport licence required by AASA for the level of the event which must be presented to the organisers at sign on prior to the event and also upon any lawful request by an official.

9. VEHICLE ELIGIBILITY

- A.** All vehicles must be legally registered and permitted to drive on all public roads used in the trial.
- B.** Vehicles may be classed as
 - I. Modern – Less than 30 years old
 - II. Classic – 30 years or older

C. Electric Vehicles & Hybrids

- I. Electric Vehicles and Hybrids are currently not permitted to compete in Navigational Trials.
- II. The reason for this is that due to the distances travelled in a trial and the nature of the rural areas of each trial, the organisers of these trials are not able to satisfactorily meet the requirements of an Emergency Response Guide at this time.

10. PASSENGERS IN VEHICLE

- A. No vehicle will carry more occupants than the stated legal capacity.
- B. Each crew must consist of at least two persons.
 - I. A crew may consist of one person at the discretion of the clerk of course and the event director
- C. The only persons that will be permitted to ride in a vehicle during an event are those listed on the entry form
 - I. Exceptions will be given in cases where assistance is being provided for compassionate or health reasons.

11. INSURANCES

- A. Competitors and crews upon the signing the any entry form will be deemed to agree to comply with any and all insurance requirements may be laid down by AASA.
- B. Competitors are advised that normal comprehensive policies may not cover their vehicle whilst in any form of competition.
- C. Competitors are also advised many life assurance policies are invalidated during competition of these events.

12. ENTRIES

- A. The entry form or online entry system must be approved by AASA
- B. The AASA Release and Waiver of liability is to be signed by each member of the crew and any other passengers
- C. Entries will be valid only if made on the official event entry form or online system.
 - I. This must be completed with all details.
 - II. Each entry must accompanied by the correct entry fee and received by the event organisers in accordance the Supplementary Regulations.
 - III. The event organisers will accept no responsibility for any entry or fee that may be lost or delayed in the mail.

13. TEAMS

- A. Where a Teams' prize is to be awarded
 - I. Teams must be nominated by a specified time prior to the start of competition.
 - II. The organisers may group vehicles that are not nominated into a team prior to the start of an event.
 - III. Crews and cars may be members of only one team for each award.
 - IV. To be eligible for any awards, all crews in that team must be classified as finishers.

14. STARTING AND RUNNING ORDER

- A. Items required in the Supplementary Regulations
 - I. Starting time of the event.
 - II. The starting order of vehicles.

3. INFORMATION RECORD, SCORING AND RESULTS

A. INFORMATION RECORDS

- I. The information of vehicles and crews progress at passage controls will be recorded on the crews road card by the control officials.
- II. A duplicate of this information will be kept by control officials on the control card.
- III. The recorded information may be:
 - i. Any applicable times of arrival and departure

- ii. direction of entry
 - iii. speed of competing vehicles
- IV. It is each crew's responsibility to ensure that all appropriate information is on their road card.
- V. If there are differences between a road card and the control card, it is at the discretion of the clerk of course as to which card will be deemed as correct
- VI. Prior to results being declared final, any errors of recording are permitted to be corrected by control officials or other officials.
- VII. Errors or omissions on any road card or control card can be corrected by the clerk of course after relevant consultation.

B. PENALTIES

- I. Where a crews progress or actions incur penalties under the regulations of the Event.
 - i. The clerk of course will apply any penalties specified.
 - ii. In the case where a penalty is to be considered and applied by the stewards, if there are no stewards present at the event, then the clerk of course will consider and apply the penalty.
- II. Crews will be liable to be disqualified if found to have committed any of the following offences:
 - i. Interference with public or private property
 - ii. Interference with course markers or boards
 - iii. Dangerous driving
 - iv. Falsification of an entry on their road card
 - v. Failure to comply with eligibility requirement
 - vi. Acting in a manner that is detrimental to interests of the sport
 - vii. Breach of AASA alcohol or anti-doping policy
- III. Scale of penalties (per infringement)
 - i. A penalty of 30 points
 - a) Missing or failing to attend a passage control
 - b) Entering or departing any control by an incorrect direction
 - c) Missing or incorrect information
 - d) Non-compliance with route instructions
 - e) Proceeding through an out of Bounds area or point.
 - f) Any regulation breach not otherwise provided for.
 - ii. Where a crew records on their road card a passage control on an incorrect route and fails to record the correct passage on the correct route they will be penalised for the route that incurs the higher penalty.
 - iii. A penalty of 60 points will be imposed for
 - a) Loss of a road card
 - b) Failing to report to a major control
 - c) Failure to report damage to public or private property
 - d) Failure to obey any reasonable instruction of an official
 - iv. The following penalty will be imposed for exceeding a speed limit
 - a) A speeding offence recorded by an official or other authority will incur a penalty of one (1) point per kilometre per hour over the speed limit.
 - b) A second speeding offence will incur the penalty of disqualification from the event.

C. PLACINGS

- I. The Crew with the fewest total penalty points will be placed first and all others placed in order of total penalty points.
- II. If two or more Crews accumulate equal total penalty points a tie will be declared for the purpose of determining placings in the event.

- i. Event regulations may specify a method by which any tie can be broken to enable the awarding of trophies.

D. PROTESTS

- I. A protest may be lodged up to 30 minutes after the closing of the last control of that day.
 - i. A protest must be in writing on the AASA Notice of Protest form.
 - ii. Any protest must be accompanied with a fee of \$50.00

E. RESULTS

- I. The official score keeper of the event will publish provisional results in detailed form to all crews.
 - i. Results should be published within 48 hours of the event completion date.
 - ii. Should a longer time be required, an email of notification must be sent to at least 1 member of each crew and should have a proposed publish day and time.
- II. Results must show each penalty on each Section including any deleted Section.
- III. Provisional results will become final after 48 hours from the time of publishing unless a review has been requested.

F. RETIREMENTS

- I. Any crews retiring from an event must notify an event official of that fact.

G. REQUEST OF REVIEW

- I. A crew may make a request of review in writing to the clerk of course or the event secretary detailing the reason for the request.
 - i. Any requests may be made
 - a) During the Trial up until 30 minutes after the final control of the day or
 - b) Within 24 hours of the publication of provisional scores.
 - ii. When a crew submits request of review after the provisional scores have been published, and if the event organisers believe a re-score of part of the trial may be appropriate, they must advise all crews of the nature of the review
 - iii. Any re-scoring must then be included in the revised provisional results which will then be eligible for protest under protests before becoming final.

H. CHANGE OF VEHICLE

- I. A change of vehicle may be permitted only by the Clerk of Course.
 - i. The new car will be required to be scrutineered
 - ii. Recording of the new vehicle details for the trial is to be done by the event secretary.

4. CAUTIONS AND ABBREVIATIONS

A. CAUTIONS

- I. The route instructions may identify various hazards within the route either by words included the instructions or by posted signs. These are cautions.
- II. Wherever the word 'Caution' is used, the degree of danger must be indicated by the use of exclamation marks
 - i. One exclamation mark indicates a hazard where difficulty may be encountered if the Crew were unaware of the hazard.
 - ii. Two exclamation marks indicate a situation where damage to a vehicle or Crew could result from negotiating the hazard without due care.
 - iii. Three exclamation marks will indicate a severe hazard which cannot be negotiated without significant care. This indication must be used in conjunction with the instruction 'Extreme Caution'.
 - iv. When exclamation marks are in the instruction a description of the hazard must also be included.

- v. When two or three exclamation marks are in the instructions, the hazard must be marked on the route with caution boards displaying the same.

B. ABBREVIATIONS

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

BL - Bear Left	N - North	THL - Turn Hard Left
BR - Bear Right	RA - Roundabout	THR - Turn Hard Right
E - East	RBL - Road Bends Left	TJ - 'T' Junction
FMR - Follow Main Road	RBR - Road Bends Right	TL - Turn Left
FMT - Follow Main Track	RD - Road	SO - Straight On
GL - Grid Line	OOB - Out Of Bounds	SP - Sign Post
GR - Grid Reference	RGR - Road Goes Right	TR - Turn Right
GS - Grid Square	RGL - Road Goes Left	TVHL - Turn Very Hard Left
KL - Keep Left	RJ - Road Junction	TVHR - Turn Very Hard Right
KM - Kilometre	RS Railway Station	UM - UnMapped
KM/H - Kilometres Per Hour	RW - Railway Line	W - West
KR - Keep Right	S - South	XR - Cross Road
SMR - Shortest Mapped Route		

Please Note

- i. 'Caution', 'End of Section' and 'Railway Crossing' should never be abbreviated.
- ii. 'Keep' implies continuing on the same road or a road of similar character.
- iii. 'Bear' (R or L) indicates leaving the original road to travel along another, at a fork or a junction less than 90°.
- iv. The word 'Veer' is not permitted as an instruction.
- v. A Tee Junction is a Road Junction entered from the base of the Tee.

5. COMMUNITY AND CIVIL RELATIONS

A. 5.1 TRAFFIC REGULATIONS

- I. On open roads drivers must comply with all relevant traffic regulations at all times.
- II. Traffic regulations take precedence over event regulations at all times.
- III. A Judge of Fact may be appointed to monitor crews compliance with road traffic regulations.

B. CIVIL VEHICLE REGULATIONS

- I. Each vehicle must comply with all road vehicle regulations.

C. PROPERTY DAMAGE

- I. Damage to any public or private property must be reported at the next major control.

D. PRIVATE PROPERTY

- I. The Clerk of Course will obtain the written consent for the use of any private road.
- II. Public roads running through Private Property are not included in this requirement.
 - i. However, effort should be made to obtain the agreement of the landowners.
- III. Any damage to public or private property must be reported to the Clerk of Course by the crew responsible and included in the Clerk of Course event report
- IV. Crews found damaging other people's property during the course of the event may be disqualified and subject to further action by the Stewards or the Clerk of Course.

E. DETOUR AND ROAD CLOSED SIGNS

- I. Detour, Road Closed or similar signs must be obeyed and the correct route re-joined at the first available point unless route instructions advise that the sign is to be ignored.
- II. Any additional time should be recorded by each crew.

F. FIRE RISK

- I. Event organisers, officials and crews are to co-operate with requests by authorities to take measures that will reduce the likelihood of a fire during the bushfire season.
- II. The Clerk of Course may stop a vehicle with a broken exhaust competing in the event if they believe it constitutes a fire risk.

6. ORGANISATION OF EVENTS

A. OFFICIALS

- I. All officials must receive a briefing that meets the minimum requirements and they must sign on as an official
- II. There will not be any requirement for a control official to hold an official's licence

B. ODOMETER CHECK

- I. The Supplementary Regulations will have details of the official odometer check

C. REFUELLING

- I. The distance between pump refuelling must be 350km or less.
- II. A distance of 250km between pump refuelling is preferred.

D. REST BREAKS

- I. Rest breaks should be included in the event after two hours driving or at the end of a Division.

E. CANCELLATION, ABANDONMENT, TERMINATION OF, OR ALTERATION TO, A TRIAL

- I. The Organisers reserve the right to abandon a trial if, in their opinion
 - i. The number of entries is insufficient.
 - ii. If conditions constitute force majeure
- II. In the event of an organisational mistake occurring the section or part thereof
 - i. Affected may be deleted from the results by the Clerk of Course.
 - ii. If not deleted, any scoring for the affected part of the route will not count to final scores
- III. If the trial is terminated when only part run, the organisers will determine placings among the crews who have not retired or been excluded to that point.

F. COMPETITOR, CREW and OFFICIALS COMMUNICATIONS

- I. Trial organisers will provide all crews and officials an appropriate list of emergency numbers.
- II. Trial organisers and senior officials must have access to mobile phone numbers of all crews and officials.
- III. Trial organisers may prohibit the use of mobile phones or other means of communication other than in emergency situations.