

NATIONAL TOURING CODE

Standing Regulations

Navigation Assembly

Modified Article	Date of Application	Date of Publication
1. (b) Clarification of minimum licence/permit requirement for drivers	7/8/2018	7/8/2018

1. INTRODUCTION

- (a) NCR defines a Navigation Assembly as:
- (i) A competition, in which participants use navigation to arrive at a point/s determined beforehand and which may include additional competition/s (other than any Speed Event, Race, Rally or Off Road event).
 - (ii) Conditions for a Navigation Assembly shall comply with the National Touring Code.
 - (iii) Each participant may be required to report at a prescribed point/s.
 - (iv) A late time limit shall be set for each section. No intermediate limit of time within a section may be set.
 - (v) No award of a prize valued at over \$500.00 may be allocated in respect of a Navigation Assembly.
- (b) Each driver must hold a minimum of a CAMS Non Speed licence/permit, [subject to the civil road laws applicable in the State event is being held.](#)

NOTE: timed road sections are not permitted in the competition; in such cases the event is either a Rally or Touring Road Event.

2. DEFINITIONS

2.1 Briefing

A meeting called by the organisers for participants and, where required for officials to give general information relating to the event, allot starting time, the display of boards to be used during the event etc. Any alteration to Regulations or Route Instructions issued at the Briefing must be in written form.

2.2 Checker

A person appointed to check and traverse the intended route prior to the event and compare it with the route instructions, to point out any errors or ambiguities to the Clerk of the Course of the event for rectification, and to ensure that the route is fair, passable, safe and in accord with current regulations and best practices. The Checker may also have authority to check and oversee organisational aspects of the event.

2.3 Competitor

As per NCR.

2.4 Control

A defined, marked area which may be manned by Control Officials or unmanned. Relevant data of each vehicle's compliance with instructions is recorded at Controls which may be either:

- (i) **Major Control:** A control located at the start or finish of a Section or Division.
- (ii) **Passage Control:** A Control located between Major Controls to verify observance of the specified route and/or compliance with the Regulations.

2.5 Control Card

The duplicate record of each crew/vehicle's compliance with instructions at each control which is retained by the control official.

2.6 Control Official/s

An official manning a control for the purpose of recording data relevant to the performance of each crew/vehicle and relaying instructions to the crews. A control official is a “Judge of Fact” with respect to matters relating to any performance of a crew and/or vehicle occurring within the vicinity of their control.

2.7 Crew

Those people nominated by the Competitor and accepted by the organisers to travel in the entered vehicle.

2.8 Division

A group of consecutive sections.

2.9 Documentation

Event documentation shall consist of:

- (i) Supplementary Regulations;
- (ii) Entry Form;
- (iii) Any Further Regulations/Bulletins;
- (iv) Scrutiny Sheet; and/or
- (v) Route Instructions, Maps and/or Road Book/s.

2.10 Finisher

A vehicle with crew which completes the event in compliance with the event regulations.

2.11 Judge of Fact

As per NCR.

2.12 Map Reference

A location on the official map which may be a grid reference or a clearly identifiable feature which is referred to in the Route Instructions.

2.13 Observation

Information to be collected, by each crew, at a specified location or route instruction.

2.14 Official Map/s

Those maps specified by the organisers as being necessary for interpretation of Route Instructions and other directions.

2.15 Road Card

The official document held by each crew on which is recorded details of the activity of the crew/vehicle throughout the event.

2.16 Route Chart (see Route Instructions)

- (a) A listing of consecutive odometer readings with corresponding instructions using:
 - (i) cumulative distance - odometer readings representing the distance between the start of the route chart and the relevant instructions; and/or
 - (ii) intermediate distances - odometer readings representing the distance between consecutive instructions.

2.17 Route Instruction/s

- (a) Data issued to each Crew from which the route is derived. It may be in one or more of the following forms:
 - (i) route chart;
 - (ii) tulip diagram;
 - (iii) strip chart;
 - (iv) the centre of a letter underlined in a word;

- (v) grid reference;
 - (vi) description of the roads shown on the map;
 - (vii) 'within 1 km of a specified feature'; and/ or
 - (viii) map references in any other form permitted by the regulations for the event.
- (b) Information to derive the route shall be taken from documents in the following order of precedence:
- (i) Written alterations to the Route Instructions advised during the course of the event;
 - (ii) Route Instructions;
 - (iii) Further Regulations/Bulletins in reverse order of issue; and
 - (iv) Supplementary Regulations.

2.18 Section

The portion of the route between two successive Major Controls and to which a late time limit may apply, to allow for the practical completion of a Section, Division or event.

2.19 Shortest Mapped Route

The route that is the shortest determined from the official map/s.

2.20 Shortest Mapped Route Overall

Shortest Mapped Route Overall is that mapped route which is shortest from start to finish of a section and which passes through each Via point without using any portion of the route in opposing directions. Any Via will not necessarily be passed through in the same order as that given in the Route Instructions.

2.21 Shortest Mapped Route Point to Point

Shortest Mapped Route Point to Point is the Shortest Mapped Route between each successive Via in a Section in the order listed in Route Instructions, without using any portion of the Section in opposing directions and with no single location so specified to be visited more than once.

2.22 Strip Chart (also known as Herringbone)

A diagrammatic representation where the required route is shown as the centre trunk of the chart and each other road is shown as a branch. Where the strip chart represents an unmapped road the chart must identify the distances between successive branches.

2.23 Supplementary Regulations

As per NCR.

2.24 Team

A group of vehicles and/or crews which may be required to satisfy special conditions to qualify for awards as specified by the Supplementary Regulations.

2.25 Tulip Diagram

A diagrammatic representation of the location at an appropriate odometer reading depicting the route to be followed.

2.26 Via

A feature, specified location or point on the route to be visited which must be specified in Route Instructions.

2.27 Visual Route Check

An Observation designed to check that each Crew and/or vehicle is following the route as set down by the organiser. The form of such Observation must be identified in the Supplementary Regulations.

3. NAVIGATION

3.1 ROUTE INTERPRETATION

- (a) The route is that which complies with the Route Instructions taken in order. Except as permitted under Article 8.5 no Route Instruction shall require a Crew to travel in opposing directions.
- (b) Each Section is a separate entity. The instructions, limitations etc. of any Section are irrelevant to any other Section, unless specifically issued for a Division or multiple Sections, and except for those restrictions included under Article 4 Control/Course Procedures.
- (c) Whether mapped or unmapped the route to be followed between Major Controls and through specified locations is optional unless specified otherwise (e.g. shortest mapped route) in Route Instructions. The order of passing through specified locations within a Section is also optional.
- (d) A crew is deemed to have completed a Section when, having departed from the Major Control at the start of the Section, it enters the Major Control at the end of the Section for the first time.
- (e) A Route Instruction to travel via a specified road shall be interpreted as a requirement to proceed along part of that road. If the requirement is to proceed along a specific part, or the full length, of that road then such requirement must be explicit. Crossing a road may not be interpreted as travelling via that road.
- (f) Entry to Controls or Via points shall be along mapped roads unless otherwise specified in Route Instructions.

3.2 ROUTE INSTRUCTIONS

- (a) Route Instructions may be issued at any Control. The location of each Major Control in a Section shall be issued at or prior to the start of that Section.
- (b) No Crew shall be required to depart a Control at which any new instructions are issued within 2 minutes of receiving those instructions.
- (c) Where Route Instructions for a group or groups of Sections are issued simultaneously, the number of pages issued must be nominated in those instructions. It is the responsibility of each Crew to obtain such Documents and no allowances shall be made should a Crew neglect to obtain Route Instructions, parts thereof, Road Card/s or Official Maps.
- (d) Where the Route Instructions for a Section extends on to more than one page, all pages should show Division and Section identification prominently on each page of the Route Instructions and shall be sequentially numbered.
- (e) Where the Route Instructions require each Crew to leave a Control in a specific direction, that instruction must be first amongst the "Via" instructions for that section.
- (f) The Route Instructions for each section must list:
 - (i) Section number;
 - (ii) Section name (if any);
 - (iii) Official Maps;
 - (iv) Control location/s;
 - (v) the approximate length of the Section; and
 - (vi) the distances to a refuelling location should be advised at least on a daily basis.
- (g) Any alteration to the Route Instructions must be in writing. A copy of such alterations must be shown to or given to each participating crew which may be required to sign acknowledgement of receipt of the information.

3.3 CAUTIONS

- (a) The Route Instructions may identify hazards along the route that are considered as appropriate to be drawn to the attention of participants either by words in the instructions and/or by signage on the ground. These shall be called Cautions.
- (b) Wherever the word "Caution" is used, its degree shall be indicated by the use of exclamation marks as follows:

- (i) One exclamation mark (!) indicates a hazard where difficulty might be encountered if the crew were unaware of the hazard. It is not necessary to use the instruction "caution" with this indication.
 - (ii) Two exclamation marks (!!) indicate a situation where damage to a vehicle or crew could result from negotiating the hazard without due care. This indication shall be used in conjunction with the instruction "caution".
 - (iii) Three exclamation marks (!!!) indicate a severe hazard which cannot be negotiated without significant care. This indication shall be used in conjunction with the instruction "extreme caution".
- (c) Whenever exclamation marks are used the instruction must describe the hazard.
 - (d) Whenever two or three exclamation marks are used in the instructions the hazard shall be marked on the route by caution boards displaying the same symbols

3.4 ABBREVIATIONS

The following abbreviations taken in context may be used in route instructions:

BL	Bear left	THL	Turn hard left	TJ	"Tee" junction
BR	Bear right	THR	Turn hard right	TL	Turn left
E	East	RBR	Road bends right	TR	Turn right
FMR	Follow main road	RBL	Road bends left	TVHL	Turn very hard left
FMT	Follow main track	RD	Road	TVHR	Turn very hard right
GR	Grid reference	RGR	Road goes right	UM	Unmapped
KL	Keep left	RGL	Road goes left	W	West
km	Kilometre	RJ	Road junction	XR	Cross road
km/h	Kilometre per hour	S	South		
KR	Keep right	SO	Straight on		
N	North	SP	Signpost		

NOTES:

"Caution", "Proceed with Caution" and "Railway Crossing" must not be abbreviated.

"Keep" implies continuing on the same road or a road of similar character. "Bear" (R or L) requires leaving the original road to travel along another, usually at a fork, or a junction where the change of direction is less than 90°. The use of the word "Veer" as an instruction is not permitted.

3.5 MAPS

- (a) The Official Maps for an event must either be nominated and fully identified in Event Documentation, or be supplied by the organisers of the event.
- (b) For the purposes of an event each place, intersection, road and other feature named or described in Route Instructions is deemed to exist as shown on the Official Maps.
- (c) If a point appears on more than one Official Map or is named or described in Route Instructions then the relevant map must be expressly identified for each point or a priority of maps designated.
- (d) The Organiser shall not be responsible for any inaccuracies or omissions on maps.
- (e) Where Route Instructions specify any point on a map, then that point must be specified with respect to features which are identifiable on that map, e.g.:
 - (i) "Creek Crossing GR731028", not merely "GR731028"
 - (ii) "RD400 metres N of RJ GR675504", not "GR675508".
- (f) If a road junction, re-alignment, unmapped road or similar is located less than 2mm apart on the map, or using the scale of the map an equivalent distance on the ground, identification or clarification of the direction intended to be taken must be given (e.g., 2mm for a 1:100,000 map equals 200 metres, 2mm for a 1:250,000 map equals 500 metres).

3.6 SHORTEST MAPPED ROUTE

- (a) The Shortest Mapped Route shall be the Shortest Mapped Route Point to Point unless Shortest Mapped Route Overall is specified.
- (b) In any Section using Shortest Mapped Route Point to Point a penalty shall be applied for visiting a Via more than once.
- (c) A Shortest Mapped Route of either type may be specified for an entire Section or for a portion/s of a Section.
- (d) Where the Official Map for a Section shows a distance on every road to be traversed, the correct route shall be determined only by the sum of those distances.
- (e) If measuring aids are necessary to determine the Shortest Mapped Route between any two points and the length of any alternative course is less than 1 km or 5% different from the correct course (whichever is the greater), then additional information shall be given to determine the correct course.

3.7 TULIP DIAGRAMS

- (a) Where a tulip diagram is included in the Route Instructions, each shall appear in an area generally not less than 20mm x 26mm and which would normally show:
 - (i) the route to be followed, by arrows;
 - (ii) the entry direction vertically upwards;
 - (iii) the relative width of roads by the thickness of the lines in the diagram;
 - (iv) significant lesser quality roads or transfers from sealed to gravel roads (or vice versa) by use of dotted lines;
 - (v) the location of any hazard, signpost, course marker and control; and
 - (vi) the degree of any hazard by the use of exclamation marks (Cautions).

3.8 OUT OF BOUNDS

- (a) Where an Out of Bounds instruction is included in the Route Instructions:
 - (i) Any point, road or area specified as Out of Bounds may not be entered, crossed or traversed, unless Route Instructions allow otherwise, however, if a road is specified as being Out of Bounds between two points, it may only be crossed or turned off at these end points.
 - (ii) Unless the Supplementary Regulations specify otherwise then an Out of Bounds condition shall apply for the whole event.

4. CONTROL/COURSE PROCEDURES

4.1 CONTROL/COURSE MARKERS

- (a) The Standard Rally Boards specified in the NRC are preferred although boards of a similar size, lettering and colour may be used. A Crew which removes, alters, obstructs or interferes with a course marker may be excluded from the results.
- (b) Types of Control markers are:
 - (i) a board which identifies the Control boundary on the correct direction of entry to a Control;
 - (ii) a green lamp, where a Control is open between sunset and sunrise, or a flag or a board which identifies the location of a Control; and
 - (iii) a board which marks a start point.

4.2 CONTROL OPENING AND CLOSING

- (a) A Control shall open not earlier than one hour before, nor later than, the scheduled time of arrival of the first car of the field.
- (b) A Control shall remain open until closed by the departure of the control official.

4.3 PROCEDURE AT CONTROLS (GENERAL)

- (a) The Control Official has authority over all activities within the control area.
- (b) Unless otherwise instructed in Event Documentation, each Crew must present their Road Card, to a Control Official upon arrival to a Control, regardless of whether or not they are participating on the Section to which the Control applies and regardless of from which direction they may have arrived.
- (c) The procedures to be followed when an unmanned control is encountered shall be detailed in Event Regulations.
- (d) No Crew/vehicle may, within sight of a Control, deviate from a road to enter the control from the different direction.

4.4 PROCEDURE AT MAJOR CONTROLS

- (a) A Crew shall be deemed to have finished a section when:
 - (i) their vehicle passes a control boundary; or
 - (ii) a member of the Crew presents the Road Card to the Control Official at that Control.
- (b) A Crew may elect to stop their vehicle outside a Control area provided that they do not obstruct traffic. At night, parking and tail lamps shall be left on. A Control Official may require a vehicle to enter Control promptly.
- (c) A Crew member may enter the Control on foot and may remain in the Control area until the vehicle enters.
- (d) Each vehicle must enter each Control under their own motive power.

4.5 CONTROL AREA BOUNDARIES

- (a) The Control area boundary must be identified by an approved Control marker/s. If the location is specified as a junction, intersection or road, then the Control area shall be the whole 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 in fact, then they will be deemed to exist 20m from and parallel to the centreline of the road.
- (c) If Route Instructions for the next Section specify an exit direction from the Control, then the Control area may be further extended up to 20m along the exit road.

5. DRIVING IN A NAVIGATION ASSEMBLY

5.1 CIVIL ROAD TRAFFIC REGULATIONS

- (a) Each Driver/Crew must comply with all relevant traffic regulations at all times and respect the rights of other road users, paying particular attention to obstruction of other vehicles, noise and legal speed limits.
- (b) Traffic regulations at all times take precedence over Event Regulations. A crew may be instructed to drive slowly, or quietly, or with some other constraint within or throughout a section.
- (c) Judges of Fact may be appointed to monitor compliance with the road traffic regulations.

5.2 CIVIL VEHICLE REGULATIONS

Each vehicle must comply with all civil road vehicle regulations.

5.3 PROPERTY DAMAGE

Any damage to public or private property must be reported to the next major control.

5.4 "DETOUR" AND "ROAD CLOSED" SIGNS

"Detour", "Road Closed" and similar signs must be obeyed and the correct route re-joined at the first opportunity unless event documentation specifically advises that the sign is to be ignored.

5.5 RETIREMENT

A crew/vehicle retiring from an event shall endeavour to notify a Control Official of that fact. Having retired, the crew/vehicle may not re-join the event.

5.6 RE-JOINING AN EVENT

Unless precluded in the event regulations, any crew/vehicle which is temporarily unable to continue is permitted to re-join the event at a subsequent point, provided that:

- (i) the Crew advises a Control Official of their intention to re-join the event; and
- (ii) the vehicle re-joins prior to the passage of the Sweep Vehicle.

6. SCORING AND RESULTS

6.1 RECORDS

- (a) The passage and compliance with instructions of each vehicle and Crew through and at the various Controls shall be recorded by a Control Official on the Road Card.
- (b) A duplicate record shall be kept by the Control Official on their Control Card.
- (c) The information recorded, as applicable, shall be:
 - (i) Direction of entry;
 - (ii) Time of entry;
 - (iii) Acknowledgement of observation;
 - (iv) Speed of participating vehicles; and
 - (v) Other relevant performance of a vehicle/crew.
- (d) It is the responsibility of the Crew to ensure that:
 - (i) the appropriate entries are made completely and correctly on their Road Card at each manned Control; and
 - (ii) they record the observations relating to any unmanned controls.
- (e) If a Road Card is lost or if there is a discrepancy between the Road Card and the Control Card, the Control Card may be taken as correct at the discretion of the Clerk of the Course.
- (f) An error of recording may be corrected by the Control Official and/or other judge of fact up to the time results are declared to be final.
- (g) An obvious error and/or omission on the Road Card and/or Control Card should be corrected by the Clerk of the Course after appropriate consultation.

6.2 PENALTIES

- (a) Crew performance shall be reported to the Clerk of the Course by officials of the event. Where the performances incur penalties under the regulations applicable to the event, the Clerk of the Course shall apply the penalties specified.
- (b) A penalty of exclusion shall be imposed where a Crew is found to have committed any of the following offences:
 - (i) Observed wilful interference with public and/or private property;
 - (ii) Dangerous driving;
 - (iii) Breach of CAMS Alcohol Policy, CAMS Anti-Doping Policy, CAMS Illicit Drugs in Sport Policy or other applicable CAMS Policy;
 - (iv) Falsification of an entry on road card;
 - (v) Failure to comply with any eligibility requirement;
 - (vi) Wilful interference with any course marker; and/or

- (vii) Acting in a manner detrimental to the interests of the sport.
- (c) General scale of penalties (per infringement):
 - (i) A penalty of 30 points shall be imposed for:
 - (A) missing or failing to report to Passage Control;
 - (B) Entering or departing any Control in the wrong direction;
 - (C) Entering a Via more than once in a Section using Shortest Mapped Route Point to Point;
 - (D) Missing or incorrect information;
 - (E) Non-compliance with Route instructions;
 - (F) Proceeding through out-of-bounds location;
 - (G) Traversing a Quiet Zone with excessive noise or speed; or
 - (H) Any breach of any regulation not otherwise provided for.
 - (ii) A penalty of 60 points shall be imposed for:
 - (A) A Loss of a Road Card by the Crew;
 - (B) Failure to report to a Major Control;
 - (C) Exceeding the late time limit for a section;
 - (D) Failure to report damage in contravention of Article 5.1; and/or
 - (E) Failure to obey any specific or reasonable instruction of an official.
 - (iii) The following penalty shall be imposed for exceeding a speed limit:
 - (A) A speeding offence detected by an official or civil authority shall incur a penalty of one (1) point per kilometre per hour over the applicable speed limit.
 - (B) A second speeding offence shall incur the penalty of exclusion.

6.3 RESULTS

The results shall show each penalty on each Section including any deleted Section.

6.4 PLACINGS

- (a) The Crew with the fewest total penalty points shall be placed first and the others placed in order of total penalty points.
- (b) If two or more Crews accumulate equal total penalty points a tie shall be declared for the purpose of determining placings in the event. Event regulations may specify a method by which a tie may be broken to enable the awarding of trophies.

6.5 SUB-EVENTS

Event regulations may include special test/s and/or sub-event/s the results of which may be included in the results for the Navigation Assembly.

6.6 PROTESTS

For the purposes of the NCR the competition is deemed to have finished when the final control is closed.

7. EVENT ORGANISATION

7.1 ODOMETER CHECK

The Supplementary Regulations shall provide details of the official odometer check for the event.

7.2 REFUELLING

The maximum distance between pump refuelling shall be 350km; notwithstanding, it is recommended that this distance not exceed 250km.

7.3 REST BREAKS

A rest break may be provided at the end of a Section or Division.

7.4 DIRECTION OF TRAVEL

Where event regulations permit the use of a road in opposing directions, those regulations shall include a warning of that fact.

7.5 OTHER COURSE VEHICLES

- (a) An official vehicle should traverse each section not more than three hours prior to the running of the event.
- (b) In all road events there should be a vehicle to sweep the course. A sweep car should traverse the course at the closing of each section. The Crew of this vehicle should, apart from driving over the course to clear controls, ensure that gates are closed, all signs erected by the organisers are removed, and any property damage is noted. The sweep car should also make a check for any missing participants.