



***NAVIGATION RALLY MANUAL***  
***VERSION: MD2009.18***

**REVISED FOR 2018 SEASON**

## **INTRODUCTION**

This Manual has been prepared and updated by the Mud Dogs Sub-Committee in an effort to ensure uniformity in rallying. We would expect that potential rally-setters become thoroughly familiar with the contents **PRIOR** to organizing a rally.

Please note that the Manual does not purport to cover all possible rally eventualities. Rally organizers are therefore expected to complement the guidelines in the manual with commonsense, civic-mindedness and discussion with members of the Mud Dogs Sub-Committee.

Special thanks to Mr. Tommy Bentley, Mr. Andrew Phillips, Mr. Harry Watkins, Mr. Tyrone Moseley and anyone else who was instrumental in the original and other versions of this manual.

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Chairman – Mud Dogs Sub-Committee  
Assistant Competition Secretary – Barbados Rally Club  
February 2009.

## **SECTION A – DEFINITION OF TERMS**

**A.1** – The following are definitions for general titles used in this document:-

BRC -	Barbados Rally Club
COM -	Committee of Management (BRC)
Clerk of the Course –	Route Setter or designated chief official for the organizing body of the event.
Mud Dogs Sub Committee -	Appointed sub-committee operating under the COM. The Chairman of this sub-committee is an elected member of the COM.
Rally -	Generic term used in this document to describe a navigational event. May also be called Safari.
ASR -	Additional Supplementary Regulations.

## **SECTION B - INITIAL PREPARATION**

**B.1** - The Clerk of the Course must give the Chairman of the Mud Dogs Sub-Committee the following information at least twenty-one days prior to the Rally:-

- (a) Date and starting time
- (b) Time competitors required to be at the start
- (c) Place of start and finish
- (d) Some details on challenges or points of spectator interest
- (e) Date, time and location of Briefing Meeting
- (f) Systems of navigation
- (g) Any other interesting points about rally

This is for the purpose of marketing the event and ensuring prospective competitors have adequate notice for the event.

**B.2** - The Clerk of the Course must liaise with the Chairman or other designated members of the Mud Dogs Sub-Committee as regards any special requests of the sponsors.

## **SECTION C – GENERAL PLANNING OF ROUTES**

**C.1** - Organizers **must avoid** the following when planning routes:

- a) Bridgetown limits and outward to a radial boundary marked by the following points; Top Rock, Graeme Hall Round-about, The ABC Highway from Graeme Hall to Simpson Motors, North on Highway 2A to Bennetts and down to the southern limits of Sunset Crest on Highway 1.
- b) In the interest of safety and community-mindedness, **NO** controls are to be located on any section of the ABC Highway, and furthermore, use of this highway for road rally purposes is **restricted** between the hours of 7a.m and midnight. Between those hours, organizers must, where necessary, only use this road as a means of leaving or approaching a starting point,

finish point or stop-over point. In these cases the route setter must employ the shortest and simplest routes possible.

- c) All housing estates and private residential developments except where permission has been granted by all residents or the property owners association.
- d) Malvern Estate - (Except permission is obtained from the property owners and property management.)
- e) Fosters Funland - (Except permission is obtained from the property owners and property management.)
- f) Any private property where permission from the land owners or their agent has not been obtained prior to the event.

In the case of (a) above, this boundary can only be breached for the purposes of traversing to or from a starting point, stop-over or finish point. This must also be done using the shortest and most direct route in order to clear the boundary.

Heavily populated or built-up areas should be avoided by the route setter. Where it becomes necessary for a built-up area to be traversed, it should be done largely on public roads and be used as a transit from one area to another using the most direct route. It is mandatory that an official be posted at a strategic point, and entrusted with at least the following tasks:

- (i) To remind competitors to exercise due care and attention and to display good driving manners.
- (ii) To deal with any concerns raised by residents

**C.2** – Permission must be obtained for the use of all private roads used in the rally. This can be achieved directly by the route setter, or by a designated member of the Mud Dogs Sub Committee. In the case of the latter, a list of all areas where private roads are planned for use must be submitted to Mud Dogs Sub-Committee no later than fourteen days prior to the event. If permission is refused by one or more land owners the route must be changed to avoid these areas. This eventuality should be considered by the route setter when planning the route and therefore the earlier permissions are obtained the easier the final stages of planning will be.

**C.3** - The A.S.R's that are to be used by the route setter are only those approved by the Mud Dogs Sub Committee and issued for the current year of rallying.

The Mud Dogs Sub Committee has determined that **only the following items can be amended** within the A.S.R's to suite a specific event:-

- (a) Name of Event.
- (b) Organizing Committee.
- (c) Place & Date.
- (d) Description of event.
- (e) Insurance information.
- (f) Start.
- (g) Results & Presentation.
- (h) Scrutineering.
- (i) Stewards.

- (j) Opening and closing dates & times for entries.
- (k) Stop over arrangements
- (l) Rally control information.

Any other changes or additions must be approved by the Mud Dogs Sub Committee. Under no circumstances are the ASR's to contradict or over ride the standing rules of the Barbados Rally Club.

## **SECTION D – STRUCTURE & JUDGEMENT OF ROUTES**

**D.1** – Routes can be judged and or scored by any of the following methods;

- (a) Check points or (CP's) – These are manned controls where the marshal is judging the competitor based on direction, time, road use and competitor behavior.
- (b) Directional checks or (DC's) – These are manned controls where the marshal is judging the competitor based on direction, road use and competitor behavior only.
- (c) Off-route DC's – These are directional checks placed off the intended route to determine whether a competitor leaves that route within the jurisdiction of the control. Road use and competitor behavior can also be judged by the marshal.
- (d) Markers – these are un-manned controls depicted by a sign on a pole. The onus is on the competitor to record these on the route card in order to be scored appropriately.
- (e) Judges of Fact – These are marshals that are place along the route to judge road use as it pertains to the laws of Barbados. These marshals may not be visible to the competitor and the competitor may not be required to submit their route card to a judge of fact.
- (f) Tests – These are short events that will occur within the rally. They will have a pre-determined start point and finish point and the performance of the competitor will be judged between these points. Tests may be driver/vehicle oriented, or navigational in nature. All tests will be manned by marshals and recorded on the competitor's route card.

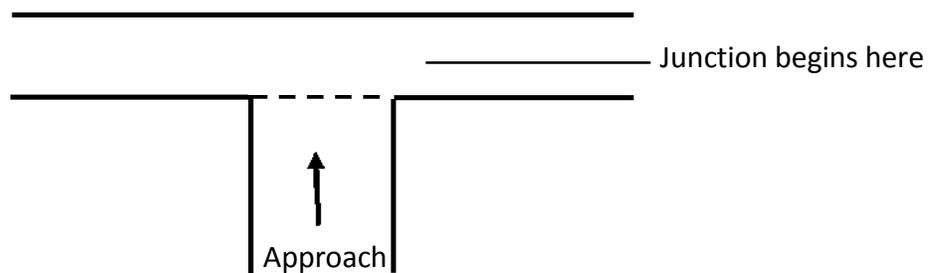
**D.2** – All manned controls have a jurisdiction radius of 50 yards extending outwards from the point at which the marshal is positioned. Within this jurisdiction a marshal can record and or judge the following;

- (a) The direction of travel of a competitor as it relates to the direction intended by the route setter. Any variation from the route setters intended direction within this jurisdiction can be recorded as a wrong direction and the penalty as listed in the ASR'S must be applied. A competitor can only receive penalties for one directional infringement within the jurisdiction of a manned control. A competitor may leave the jurisdiction of a control and re-enter it before arriving at the marshal, however, any one directional infringement within the jurisdiction will result in the penalty being applied.
- (b) In order for a competitor to be judged as correct for making a turn at a junction, the front bumper of the vehicle must not be witnessed as passing the outer boundary of the exit road from the junction. Penalties must not be assigned to a competitor who complies with the above, but while executing the correct turn has to reverse minimally to complete the turn. Reversing within the jurisdiction of a control is only considered penalty free for the purposes of completing a turn while executing it, or for maneuvering the vehicle in difficult terrain, provided that the vehicle remains on the correct road. All reversing must be for a minimal

distance.

(c) All marshals are considered as “judges of fact” thereby allowing them to record all penalty bearing infringements made by a competitor. There must be two or more marshals present in order for a control to operate as a judge of fact over traffic violations. Marshals placed for the purpose of applying traffic violation penalties are to observe the performance of a competitor as it relates to their compliance with traffic signs, road markings and the laws of Barbados regarding the driving of a motor vehicle. Traffic signs and road markings are to be obeyed by all competitors whether on private or public roads. Signs and markings must be undisputedly clear and visible on approach in order for penalty to be applied. Badly faded lines and signs almost completely obscured by bush or other objects must not be used to penalize competitors.

i. Stop sign infringements should be judged on whether a competitor’s vehicle comes to a complete stop at a point where the front of the vehicle has not entered the junction to which the sign is intended for and has come to a complete stop within six (6) feet of the point at which the junction begins provided that there is no painted line that depicts the boundary at which to stop. At junctions that have a clearly visible solid line depicting the boundary for stopping, the vehicle must come to a complete stop before this line and within six (6) feet of this line. Please see the following diagram for a definition of the point at which the junction begins.



Route setters must not penalize competitors in instances where the visibility of the sign and/or line is questionable.

The main purpose of the judge of fact in this instance is to penalize competitors for not stopping at all and for driving without due care and attention. The diagram and the parameters outlined above are guidelines but the marshal has to use their discretion as to whether the vehicle stopped before the junction and whether the driver could see that the junction was clear from the point at which the vehicle stopped. If the driver is deemed to be driving cautiously and there is doubt as to whether the vehicle complied exactly with the above parameters, the penalty should not be applied. The penalty should only be applied to cases where there is no doubt and a level of negligence is demonstrated by the driver.

ii. Infringements for crossing solid lines must be based on whether any of the tires of the vehicle cross the solid line. These lines must be clearly visible and they can be painted white or yellow. Single and double lines apply to this rule.

- iii. Traffic violation penalties can also be applied for driving in the wrong lane at a junction where there are clearly defined lanes for various exits. If a driver corrects his lane before the junction by crossing the solid line between lanes the penalty shall still apply.
- (d) At checkpoints the marshal must record the arrival time for each competitor. The competitor must be within the jurisdiction of a control to be given an arrival time. The arrival time is the time at which the vehicle first comes to a complete stop within the jurisdiction. The vehicle is not required to reach the marshal to be given an arrival time. For example, if a competitor is stopped behind four other vehicles and is within 50 yards of the marshal, the arrival time should reflect the time that the vehicle first came to a stop and not when the vehicle arrived at the marshal. As another example, if there are no vehicles at the checkpoint when a competitor arrives and the vehicle first stops when it reaches the marshal, this should be considered the arrival time. If a competitor stops their vehicle before reaching a marshal because they are too early, the marshal can record the arrival time as the time that the vehicle stopped, provided that it is within the jurisdiction. Timing penalties will apply as per the scoring system.
- (e) Marshals must note any competitor that receives outside assistance within the jurisdiction of a control. A vehicle must be seen to drive to a control under its own power in order not to receive this penalty. The vehicle must not be connected to any external object. Assistance received from other competitors, marshals, spectators, towing and winches is considered as “outside assistance” and will be penalized in accordance with the scoring system. This penalty, **as it relates to the circumstances outlined above**, can be applied at any control point.
- (f) In the case of an off-route directional check the marshal should record any competitor who comes within the jurisdiction of the control and is traveling on a road that is not considered part of the route. A competitor does not have to present a route card to the marshal of an off-route directional check in order to be penalized. Additionally, a competitor does not have to go to the marshal in order for a penalty to be applied.
- (g) **At all manned control points excluding “Tests”, whether on route or off-route, the marshal can penalize a team for getting out of their vehicle within the jurisdiction of the control. This penalty will apply if the driver, navigator or both of them get out of the vehicle within the jurisdiction of a control. The penalty must only be applied once per team per control and the points awarded will be denoted in the scoring system. In instances where extenuating circumstances exist, it is the responsibility of the marshal to use his or her discretion and advise competitors that the penalty will be waived. In the case of a “Test” competitors will be allowed to get out of their vehicles without incurring a penalty.**

**D.3** – Marshals will also be required to make judgments over “Tests”. The type of judgments to be made and the penalties incurred while competing the test may vary depending on the type of test. The route setter must inform the competitors of the scoring system being used for tests in a specific event. This communication must take place at the briefing meeting or in the form of a bulletin to be handed out at the start of the rally. However, the following regulations are to be enforced for all tests;

- (a) Any competitor who does not check in with the marshal at the start of a test will receive the same penalty as for missing a manned control.
- (b) Any competitor who checks in with the marshal at the start of a test and elects not to attempt the test shall receive the penalty as listed in the scoring system.
- (c) The route setter can incrementally penalize a competitor for various infringements during a test but the maximum number of points awarded to any competitor who attempts or completes a test must not exceed the points set out in the scoring system for attempting and not completing a test.
- (e) The points for section (a, b, & c) above are not to be changed by any route setter.

**D.4 – There must be a minimum of three (3) time controls or checkpoints in any one route with a maximum of ten (10). This does not include the start of the route. The finish control for a route must be a time control.**

**D.5 –** The route setter can use undeclared un-manned controls along the route, and these will take the form of a sign planted in the ground depicting a letter followed by a number. A sample of these signs should be made available at the briefing meeting or at the start of the rally. A valid un-manned control must be placed on the left hand side of the competitor's vehicle assuming that vehicle is traversing the correct route. All signs must be facing the competitor at 90 degrees to the general direction of the road. No signage must be obscured from vision by vegetation or other obstacles. Signs for un-manned controls must be placed no more than six (6) feet from the shoulder of the road. These signs should also be placed approximately four (4) feet above ground level. The competitor must write down the marking of the sign on the next available box on his or her route card. **All markings on the route card must be done in ink.** The competitor should ignore any unmanned control sign that does not comply with the above regulations.

**D.6 -** Average speeds between check points must not exceed the speed limit in effect for any section of the road used, and under no circumstances should exceed 40 kmh.

**D.7 -** Organizers are requested that if in planning a route, directional Checks will be located both on and off the route, the following identification system shall be employed: -

- (a) For D.C's on route, number 1-15 and so on.
- (b) For D.C's off route, letter A-G and so on.

**D.8 –** All directional checks must have a sign indicating the letters "DC" in red on a white background. All checkpoints must have a sign indicating the letters "CP" in red on a white background.

**D.9 - There must be a minimum of three (3) pick-up points per route,** and as a guide these points should be spaced at approximately one (1) per hour of route driven. It is also **required** that for each change in navigational methods, e.g. Tulip to BRC, a pick-up point should be identified. The only exception to this is where the new type of navigation is used for under two (2) miles. In a case where the change of navigation does not present an appropriate location for a pick-up point, one should be given as soon as possible thereafter. It is recommended that navigation changes are made in areas suitable for issuing pick-up points.

Pick-up points should also be specific to a particular junction and give an orientation in terms of the direction of travel.

**D.10 - There must also be a minimum of two (2) occasions per route where the due time of arrival for “car zero” is published on the route sheet and these should be spaced evenly throughout the route to give competitors a reference for managing their schedule.**

**D.11 - All competitors in the rally must receive identical route sheets. There will be no differences based on the skill level of a team. The only exception to this is, for example, where an “odds & evens” system is being used for a minimal distance.**

**D.12 – IT IS RECOMMENDED THAT ALL RALLY ROUTES SHOULD BE CHECKED FOR ERRORS BY A COMPETENT INDIVIDUAL NOT INVOLVED IN SETTING THE RALLY. THIS INCLUDES CHECKING FOR WRITTEN OR TYPED ERRORS JUST PRIOR TO PHOTOCOPYING. IT WOULD ALSO BE DESIRABLE FOR THIS INDIVIDUAL TO CHECK ALL INSTRUCTIONS BY DRIVING THE RELEVANT SECTIONS.**

**D.13 - There must be a minimum of two driver tests (challenges) in every navigational safari. The location and approximate time for ALL challenges must be declared at the Briefing Meeting.**

**D.14 - All challenges will be scored as part of the overall result of the navigational rally. The points awarded for challenges are outlined in section "G" items "g" and items "x" through "z" of the scoring system.**

**The method of determining the positions in a challenge will be determined by the organizers and may differ from challenge to challenge depending on the nature of the challenge. The method of determining positions in each challenge must be declared at the Briefing Meeting, or at the very latest, before the start of the event.**

## **SECTION E - NAVIGATIONAL METHODS**

**GENERAL** - Rallies can be set using any one or combination of the following systems of navigation:-

- (a) B.R.C – using any approved map by the Mud Dogs Sub-Committee.
- (b) Tulip
- (c) Straight-line
- (d) Visual. All visual navigation must be possible without having to travel off route to decipher the visual aid and it should be able to be deciphered from within the competition vehicle.

### **E.1 - B.R.C. SYSTEM**

**E.1.1 – This system is a navigation system developed by the founding<sup>9</sup>**

members of the BRC and it pertains to plotting a route based on an approved map. The onus is on the competitor to drive the correct route as it pertains to the map using all any and all map reading techniques available.

**E.1.2** - Instructions should be based on a declared edition of the 1:50,000 Ordnance Survey Map, or any suitable map, declared in advance and approved by Mud Dogs Sub-Committee.

**E.1.3** - This section relates to the 1993 Ordnance Survey map, edition 6, as issued by the Lands and Surveys Department of the Government of Barbados. BRC instructions as it pertains to this map must conform to the following determinations of the Mud Dogs Sub Committee:-

- (a) The road illustrated as a secondary road from Brighton in St. George to Thicket in St. Philip, should be used by route setters as a secondary road for plotting. There is a notation on the map stating that this road is Highway 4B and in previous versions of the map this road was illustrated with a solid red line, however, since the exact starting point and termination point cannot be easily determined on this version we must consider this as a secondary road for plotting.
- (b) The road illustrated as a secondary road and labeled as Highway 3A from Braggs Hill to Chimborazo in St. Joseph, must be used as a secondary road for plotting.
- (c) The road through St. Elizabeths in St. Joseph is illustrated as secondary road but labeled as Highway 3. This road must be used as a secondary road for plotting.
- (d) The road illustrated as a secondary road and labeled as Highway 1B from Checker Hall to Bromefield in St. Lucy, must be used as a secondary road for plotting.
- (d) Small road in Bushy Park Triangle is "other road"
- (e) The four point junction of three secondary roads and highway 4 at Massiah Street in St. John must be plotted and driven as a cross roads with all roads meeting at the same point. The north south secondary road that illustrates a slight off-set on the map must be treated as a straight through intersection.
- (f) Highway 3B stops at the junction to St Johns Church by the cemetery. The road going north to St. Johns Church and the road going east to Pothouse Hill, are both Other roads. The piece of road leading from the termination of Highway 3B in a south easterly direction to the "Y" junction of secondary roads, is to be considered a secondary road.
- (g) The junction of Highway 3 and roads to Bathsheba and St. Elizabeths must be treated as a four crossroads junction e.g.
  - If travelling from Cattlewash on Highway 3, instructions must be either turn left other road, keep forward secondary road or no instruction to continue along Highway 3.
  - If travelling from Joe's River Factory on Highway 3, instructions must be turn right secondary road, keep forward other road or no instruction to continue along Highway 3.
  - If travelling on other road from Round House Hill (Bathsheba), instructions must be turn right highway, keep<sup>10</sup>

forward highway or turn left secondary road.

- If travelling from St Elizabeths Village, instructions must be turn left highway, keep forward highway or turn right other road.

- (h) The junction at Charles Rowe Bridge which include Highway 3B and the secondary roads to Lower Estate and Rowans must be considered a cross roads. e.g.
- If travelling from Lower Estate on the secondary road, instructions must be keep forward Highway, turn right Highway or no instruction to continue up to Rowans. - If travelling on the Highway from Salters, instructions must be turn left secondary road, keep forward secondary road or no instruction to stay on the Highway up to St. Georges Church.
  - and so on.....
- (i) The following junctions are not cross roads on the map and should not be treated as such in any instructions:-
- Junction of secondary roads from Lears and Belle with Highway 3 near Dayrells and Lower Estate
  - Junction of secondary roads from St George's Church and Boarded Hall with H4 at the Turnpike
  - Junction of secondary roads from Brighton and Lower Greys with Highway 5
  - Junction of north to south secondary roads and east to west other roads just north of Silver Sands.
- (j) The section of tack near Castle in St. Peter between where it meets the secondary road at grid reference (B.92/1.82) and the junction with the east/west track at grid reference (B.79/1.79) must not be used for directional checks. This is because the map does not cover enough detail to depict the actual road given the close proximity of the two possibilities encountered while driving the road. Directional checks can be used at the secondary road junction or to check vehicles going onto or coming from the east/west track above.
- (k) The road illustrated as a secondary road from St Patricks to Six Cross Roads should be used by route setters as a secondary road for plotting. There is a notation on the map stating that this road is Highway 6 and in previous versions of the map this road was illustrated with a solid red line, however, since the exact starting point and termination point cannot be easily determined on this version we must consider this as a secondary road for plotting.
- (l) The Other Road in the parish of St. George travelling in an east-west direction directly under the words "Flat Rock" is to be used as follows.



Coming from the Flat Rock Secondary Road heading east on the other road, the right turn below the “R” in “Flat Rock” will be 0.16km from the secondary road.

- (m) The junction of Highway 1B in Speightstown and its intersection with the secondary road (Farm Road) to the east and the other road to the west should be interpreted as follows;
- The secondary road (Farm Road) to the east does touch Highway 1B. The Other Road which starts from the “E” in Litchfield intersects with the secondary road before the Highway, and before the intersection with the short Other Road heading south from the Secondary Road. As an example, if you were travelling south-west on the Other Road from Litchfield and you wanted to go south on Highway 1B, the instructions would be as follows;
  - TR Sec. Rd.
  - TL H’way.
  - If you wanted to south on the Other Road east of, and parallel to, Highway 1B, the instructions would be as follows;
  - TR Sec. Rd.
  - TL O’Rd.
  - There is a red spot on the map to the west of Highway 1B at the same junction described above. This is to be presumed a printing error and the road west of the Farm Road junction is to be considered an Other Road.
- (n) The Six Cross Roads junction in St. Philip is to be used as follows;
- On all of the possible six approaches, this junction is to be considered a straight through junction if no turning instruction is given.
  - All roads at the intersection meet at a single point and therefore item E1.6(c) of this document applies. As an examples use the following as guides;
  - If you are heading east on Highway 5 from Carrington

Factory and wish to go on  
the secondary road to Congo Road from the Six Roads  
junction, the instructions  
should be;

KF

TL Sec. Rd.

(Or, alternatively you could just use TL 2nd Sec. Rd.)

- If you are heading south-east on the secondary road after the  
track by Sunbury

and you wish to drive straight through the Six Roads junction  
and bear left on the

Other Road directly above the word “Blades”, the instructions  
should be;

KF

KF

BL O’Rd.

- If you were on the above-mentioned secondary road coming  
from Sunbury and

you wanted to go on to Congo Road, a turn left (TL) instruction  
would be required

at the Six Roads Junction.

**E.1.4** - When using the BRC system, the laws and road traffic regulations of Barbados must be adhered to at all times by competitors. It is the onus of the route setter to set a route which does not require competitors to drive in a manner other than intended by the current laws and road traffic regulations of Barbados. All road markings, traffic signs and signals must be adhered to by all competitors. If, for example, the route setter wishes competitors to approach Highway 2A from the east and then head in a northerly direction, an instruction must be given indicating that the competitor must turn left and head to the nearest point that a legal U-turn can be made and then proceed north past the initial point of entry to the highway. In this example it is assumed that there is a road marking or traffic sign indicating that you can only turn left onto the highway.

**E.1.5** – Signs prohibiting entry to certain roads, whether it be “private road”, “private property”, “no thoroughfare”, “no entry” or similar, must be adhered to by all competitors unless the route indicates otherwise. If these signs are to be ignored, the route setter must issue an “ignore sign – IS” instruction or similar by the instruction pertaining to the junction in question. It is the onus of the route setter to ensure that the necessary permission is obtained before this instruction is given.

**E.1.6** – The instructions issued for plotting of BRC should comply with the following guidelines.

(a) *(If abbreviating the legend on the map, the following notation should be used. Otherwise*

*the full name can be spelled out.)*

Highway or Main Road as per the legend of the map = **H’way**

Secondary Road = **Sec. Rd.**  
Other Road = **O'Rd.**  
Tracks and Intervals = **Trk.**  
Gully or Watercourse = **Wtr. Course**

- (b) All instructions that do not indicate a road type refer to the last known road type. For example if the following set of instructions were issued; TR Sec. Rd, TR, TL, KF, TR and TL Trk, all of the instructions after TR Sec. Rd. and before TL Trk. pertain to secondary Roads.

**TR** = turn right by more than 45 degrees.

**TL** = turn left by more than 45 degrees.

**BR or KR** = bare right or keep right.

This pertains to a turn that will cause you to turn by 45 degrees or less.

**KF** = keep forward.

This instruction can be used in two ways;

- i. **KF** as a stand alone instruction requires you to look for the next instruction requiring you to turn. If the next turning instruction is a left turn, each KF instruction immediately preceding it refers to ignoring a road on the left of the road type referred to by the turn instruction. If there were four KF instructions immediately before a TL Sec. Rd. instruction it would require you to miss four Secondary Roads on the left and turn on the fifth. Another way of writing these instructions is to simply say **TL 5<sup>th</sup> Sec. Rd.** In this case all roads on the right are ignored.

- ii. **KF O'Rd.**

In this case there is a road type attached to the KF instruction and it simply means that there will be junctions where you can change road type by going **straight ahead** on to an Other Road while the road that you were on branches to the left or right.

**Join** = This instruction will always be accompanied by a road type and it refers to a change of road type where there is no junction showing a possible alternative course.

**N.O.M.** = not on map.

This instruction will always be preceded by turn, keep forward or join instruction and it can be used in the following two scenarios;

- i. When preceded by a turn or a keep forward instruction, it will require you to execute the turn or keep forward on the first road that is not represented on the map unless there is another reference given to indicate where the road should be found.
- ii. When preceded by a join instruction, it is used as a link from the termination point of a road (as seen on<sup>13</sup>

the map) to rejoin or turn on to another road that is represented on the map.

In both instances the N.O.M. instructions should be used for minimum necessary distances to allow for a link between two roads represented on the map. Also, the route used that is not represented on the map must be a clearly visible road that can be easily determined by competitors.

- (c) If two or more roads form a junction at the same point, each road should be counted separately and the appropriate KF instructions should be used to determine the road intended by the route setter. The road requiring the sharpest turn of a vehicle should be considered the first road.

## **E.2 - TULIP SYSTEM**

This system is all visual and diagrams drawn as instructions represent the road as seen by the competitor while driving the route. In this system, paved roads must be identified by a solid line and unpaved roads (tracks) by a dotted line. There must be a dot on the diagram depicting the origin of the vehicle and an arrow depicting the intended direction of travel. The following conditions must be strictly adhered to:-

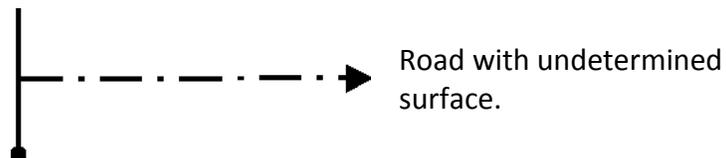
**E.2.1** - It is impractical to give a clear-cut definition of what constitutes "a road", "a questionable road", or indeed what is not a road. However the following guidelines apply:-

- a) All determinations must be made from within the competition vehicle while traversing the correct route as determined by the route setter. The determination of how a junction should be considered must be made before the front of the vehicle has passed the junction. All necessary evidence to make this determination must be visible from inside the vehicle before the front of the vehicle has passed the junction.
- b) To be considered as a road a visible termination point must not be seen from the junction being navigated. If a termination point is visible there must be reasonable evidence to suggest that there may be another junction before the termination point to allow continuation from the road.
- c) There should be no evidence that such "roads" merely lead to a residence, institution or place of business. If the route setter is in doubt as to whether a road is an<sup>14</sup>

entrance to a property or a thoroughfare, a question mark should be used referring to this road.

- d) There should be no posted evidence by way of a sign that entry is either restricted or forbidden or that there is no thoroughfare i.e. a "cul-de-sac", "close", "no entry", "private property", "restricted area" etc. If the route setter intends for the competitors to traverse a road that has signage as exemplified above, an I.S. or ignore sign instruction must be placed next to the road.
- e) There should be no evidence of gate posts. In order for a road to be ignored due to the presence of gate posts there must be **one (1) post on each side of the road**. These posts can take the form of steel pipes, concrete pillars or wooden posts. The corner of buildings and walls without a column structure at the end suggesting that a gate may be hung from it do not constitute gate posts. If the route setter intends for the competitors to traverse on a road between two gate posts, an I.P or ignore post instruction must be placed next to the road. Alternatively, a dot on either side of the road can represent the posts. All posts must be clearly seen from the vehicle at the junction in question for the correct interpretation by the competitor.
- f) A paved road is one on which there is substantial evidence of asphalt, coal-tar, concrete, "barber-green" or any other recognized solid paving material. This however does not include sand, gravel or natural cap rock. As a guide substantially more than 50% of the surface should be classified as "paved". In addition, the road should have clearly defined boundaries and it should be of a minimum width that all four wheels of an average sized car or jeep can be in

contact with the road. If there is a doubt by the Route Setter as to the type of surface on a road, a notation of short followed by long dashes should be used. See the following example;



- g) An un-paved road or track will constitute roads with all other surfaces not outlined in (f) above. A track must also have a defined boundary with evidence that vehicular traffic has traversed it in the recent past. A track must also be of a width that all four wheels of an average sized car or jeep can be in contact with the road. If there is a doubt by the Route Setter, a question mark should be placed next to the dotted line. Additionally, if a

Route Setter intends for competitors to traverse a footpath, the word “footpath” should appear in the box with the diagram.

- h) In instances where an accurate determination, supported by clear evidence, cannot be made from the vehicle at a junction, the route setter should use a “?” to alleviate the doubt. In these cases there should be no judgments made by a marshal. A question mark should be used if the route setter is unsure if a road exists or not, and in cases where the route setter is unsure if the road is an entrance to a property or a thoroughfare.

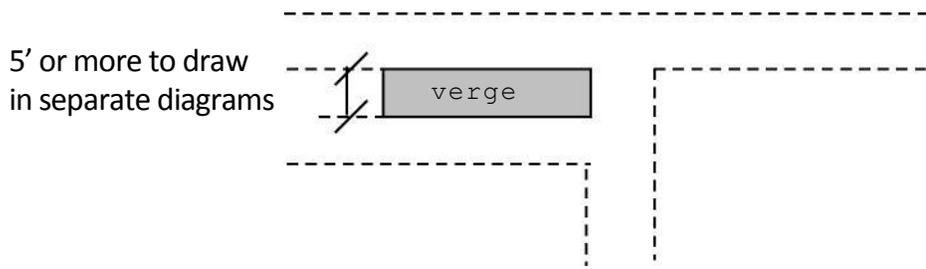
**E.2.2** - Diagrams must run in sequence, and sequence must be easily and logically determined.

**E.2.3** - A dot or ball must be used as the competitors' reference point. There are no restrictions as to the placement of the dot or ball in each diagram.

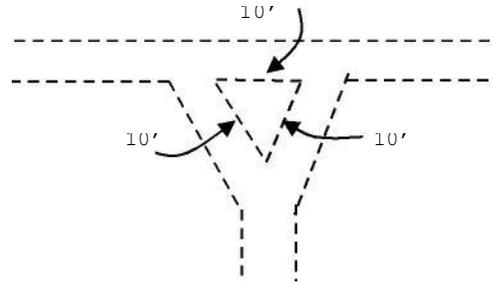
**E2.4** - The starting point of a measured distance should be referenced by the notation <sup>11</sup>0.00<sup>11</sup> in the appropriate diagram or box

**E2.5 - “5, 10, 15 RULE.”**

- a) Roads which fall within **5 feet** of each other must be depicted in a single diagram. The five feet is determined by the distance from the two closest boundary lines of the roads. In the case of paved roads it is taken from the curb or point at which the paving ends. In the case of tracks it is taken from the visible extremity of the driven surface. In both instances it is measured by the width of the verge. There must be a clear verge that is easily distinguishable from the road surfaces. If the route setter is in doubt about the width of the verge or the appearance of the verge the roads should be drawn in a single diagram or a question mark should be used to depict an undefined area. Use the following diagram as a guideline;



b) "Triangles" which are shorter than **10 feet** on any two sides must also appear in a



single diagram. See following diagram as a reference on how to measure a triangle;

c) For the purpose of showing a type of road surface (i.e. paved or track) the surface shown on the diagram must continue for a minimum of **15 feet**. If the surface changes within 15 feet the change of surface must be shown in the diagram or the notation in section 2.1 (f) should be used. A change of surface notation must be depicted by one of the following examples;



**E2.6** - All road markings and traffic signs, i.e alternative lanes, "keep left" or "keep right" commands, "no entry" signs etc. must be adhered to when issuing Tulip instructions unless an the appropriate "ignore" instruction is given. "Ignore" instructions must never be used to break the law or in instances where the necessary permissions have not been obtained.

**E2.7** - A concrete curb that has been erected along the boundary of a road is not to be driven over unless an instruction of "I.C." or ignore curb has been given. Roads that are separated from the road being traversed by a curb are to be ignored unless the I.C. instruction is given.

**E2.8** - In the interest of safety and community-mindedness, all roundabouts are to be depicted as simple junctions i.e. four cross roads, six cross roads or T-junction etc. and these must have a circle in the center of the junction. Competitors will be expected to choose the correct lane.

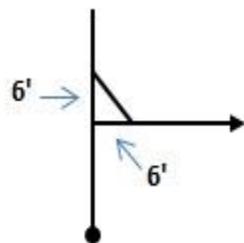
**E2.9** - Where the Clerk of the Course experiences difficulty with any of the above or encounters a situation not adequately addressed, he must consult the Mud Dogs Sub Committee for further guidance.

### **E.3 - STRAIGHT-LINE SYSTEM**

**E3.1** - Where diagrams are given in accordance with the map, Highways and Secondary Roads are to be depicted by solid lines. Dotted lines are to be used for tracks and Other Roads. Where diagrams are given visually, solid lines are used as paved roads and dotted lines are used as tracks. See definitions in Section **E2.1** ("f" through "h"). The "spine" of the straight-line diagram must always be a solid line and must be positioned vertically i.e. bottom to top of page.

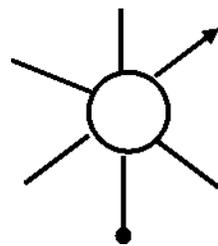
**E3.2** - The spine of the straight-line diagram can pertain to any road type or road surface and this line is always drawn as a solid line. The roads off to the side of the straight-line indicate roads that are to be passed on your left or right. If you turn left you are leaving the road straight ahead to your right as the vehicle makes the turn.

**E3.3** - Where diagrams are given visually, all regulations in the Tulip Section **E2.1 to E2.9** apply. In the case of a triangle where two of the roads are less than 10 feet in length, the triangle should be treated as though it does not exist. E.g.;



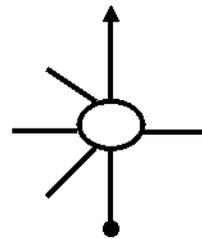
*In this example the straight-line instruction should be simply to leave a road on the left. The Route Setter should also write the word "triangle" or draw a triangle next to the straight-line instruction.*

In the case of roundabouts, a circle should be drawn on the spine of the straight-line at the point pertaining to the junction. E.g.;



**Tulip**

=



**Straight-line**

**E.4 - VISUAL PHOTOGRAPH SYSTEM**

**E.4.1** - Photographs must be taken from road level (i.e. no aerial photos) and must have indication of direction of travel in each photograph. Photographs do not have to be placed in sequence on a page. Where the direction of travel at a junction remains unchanged, a photograph for this junction can be omitted.

Interpretation of all photographs must be able to be made from inside the vehicle on approach to the relevant junction.

**SECTION F - COMMUNICATION WITH COMPETITORS & OFFICIALS**

**F.1** - The Clerk of the Course must make arrangements for the A.S.R's to be typed and photocopied for distribution at the Briefing Meeting. A sample A.S.R for rallies is shown in Appendix 1. Deviations must be approved by the Mud Dogs Sub-Committee.

**F.2** - The Clerk of the Course must make arrangements for holding of the Briefing Meeting. He must also ensure that all competition numbers, rally sponsor stickers, BRC stickers, competitors' route cards, meal vouchers (if any), are in his possession by this date. Where necessary, the Clerk of the Course must also make arrangements for a P.A system. In addition he should collect all necessary signs from the Club. Entry forms are the responsibility of the Mud Dogs Sub-Committee. The Mud Dogs Sub-Committee can be instrumental in many of these arrangements therefore communication between the Clerk of the Course and the sub-committee is very important.

**F.3** – It is suggested that The Clerk of the Course make arrangements for the holding of a Marshall's Meeting not more than 2 days prior to the Rally. It is also suggested that the Clerk of the course appoint a chief Marshall to aid in the organization of necessary resources for the event. This meeting should be for;

- (a) Selection of marshals
- (b) Allocation of these marshals to selected controls
- (c) Briefing as to their duties and responsibilities
- (d) Distribution of equipment and signage.

The Clerk of the Course must therefore have created his master plan for control points by this date and the official preceding the Rally and the sweeper should attend this meeting. The marshals should also be instructed as to what method will be used to relay results from controls to rally control. Samples of Marshall's Control Sheets for DC's and CP's are shown in Appendix 2.

**F.4** - The Clerk of the Course must make arrangements as to location of Rally Control and its staffing. He must determine what method will be used for relaying of results to Rally Control and make the necessary arrangements. The system used must attempt to provide provisional results no more than 1.5 hours after the last rally car has arrived at the finish. The word "Provisional" must be included in all communications given, prior to the results being declared official.

**F.5** – The clerk of the course must never change the timing schedule of a rally or the timing schedule of control points without notifying all competitors at the same time and allowing a restart at this point in numerical order. If required this should always be done at a stop-over or restart point.

The instruction to re-direct competitors in a rally due to mistakes in the route must be issued to rally control by the route setter as soon as it has been verified. It is the onus of the competitor to determine that there is a mistake and decide whether or not to call rally control for re-direction. Additionally, a re-direction can be given to the marshal at the control preceding the mistake provided this information is given before any competitors arrive at the control and **provided that the control is open for the allotted time as required by the regulations.**

**The route setter must never re-direct and/or re-schedule a rally during a route unless it is done under the conditions outlined in the preceding paragraph. In the event of a problem encountered**

**during a route, the onus is on the competitor to adjust his schedule and physical position in the route using the car zero times and pick-up points provided. The competitor is also responsible for deciding whether to call rally control for a re-direction. All penalties incurred due to mistakes in the route will be determined solely by the way in which the competitor manages their route.**

## **SECTION E – RESULTS, PRIZE-GIVING & PROTESTS**

**E.1** - The Clerk of the Course must make arrangements for posting of official results on the Monday or the Tuesday following the rally. The location chosen must provide ample parking. It is suggested that the posting of results be held after working hours i.e. after 5.30pm. Protests will only be entertained up to half (1/2) hour after the official results have been posted.

**E.2** – The prize giving for a rally must be arranged in conjunction with the Mud Dogs Sub-Committee. This should be held as soon as practical after the results have been declared official, however, in the event of protests arising from the posting of the official results or errors in the results, the route setter may delay the prize giving for a maximum of two hours after the protest period has elapsed. If there are no protests and all parties agree then the prize giving may commence sooner. The only exception to this should be in special circumstances when the prize giving is scheduled on a date other than the date when results are posted. Arrangements for prizes must be made early enough to allow prizes to be ready by the date of the presentation. Such arrangements must therefore be made at least two weeks before such date and are the responsibility of the Mud Dogs Sub-Committee.

**E.3** – Protests will only be allowed within thirty minutes of the closing of the last control in a route or within thirty minutes of the posting of the official results. Protests lodged after the posting of the official results must be based on computational errors, data entry errors which can be substantiated by the route cards and or marshal sheets, or issues regarding penalties that have been assigned and were otherwise unknown to the competitor.

All protests must conform with the following procedure;

(a) The protest must be written and addressed to the Route Setter and the Steward of the event. The competitor's names and competition number must also be present on the document. The body of the document must clearly describe the section of the rally being protested (i.e. control number, location, marshals name etc.) and the reason which it is thought that a wrong judgment was made.

**E.4** – The route setter is required to consult the stewards of the event on all decisions made regarding protests. It is also required that a written response is offered to the competitor writing the protest explaining the decision that was made.

**E.5.** – All protests and the action taken by the organizers should be communicated to the competitors at or before the prize giving.

## **SECTION F - REPORTS**

**F.1.-** The Clerk of the Course is encouraged to submit a report to the Mud Dogs Sub-Committee within 21 days of the event being held. This report should include a summary of the rally, i.e. distance, number of entries, duration etc. It should also highlight any notable occurrences, i.e. incidents, errors, protests etc and should also include suggestions for continued improvements in rallying.

**F.2.–** The Clerk of The Course must report any serious incidents involving accidents, injuries, third party liabilities or damage to public or private property within 24 hrs of the conclusion of the event. This report must be made to (but not limited to) the Chairman of the Mud Dogs Sub-Committee.

### **SECTION G – SCORING SYSTEM**

**Note:** Please refer to earlier sections of this manual for specific details regarding some of these penalty allocations.

- a) For each minute, or part thereof, after the second (2<sup>nd</sup>) minute following the minute which a vehicle is due (max. 108 points) -----4
- b) For each minute, or part thereof, before the third (3<sup>rd</sup>) minute preceding the minute in which the car is due (max. 120 points) -----10
- c) For thirty (30) or more minutes following the minute which a vehicle is due ----- 200
- d) For more than fifteen (15) minutes preceding the minute in which a vehicle is due ----- 200
- e) For approaching a Check Point from the wrong direction ----- 50
- f) For approaching a "D" Check from the wrong direction ----- 50
- g) For missing a manned control point or test (challenge) ----- 200
- h) For missing an unmanned control point ----- 50
- i) For approaching an off route "D" check ----- 50
- j) For recording an off-route un-manned control ----- 25
- k) Failure to present route card at a control point ----- 90
- l) For arriving at the Start late ----- 100
- m) For not being ready to start, or be scrutineered, at the required time at the Start or any stop-over point ----- 100
- n) Redirection from Rally Control (all competitors), or redirection from a marshal at a control point (Pro only) ----- 200
- o) Redirection from a marshal at a control point (**Class B** only) ----- 100
- p) Failure to adhere to traffic regulation ----- 100
- q) For abusing an official (each instance) ----- 200
- r) For driving in a reckless manner (as seen by any official) during any function of the event ----- **exclusion**
- s) For not visiting manned controls in the correct order (each instance) ----- 50
- t) For not visiting un-manned controls in the correct order (each instance) ---- 25
- u) For stopping in a section specified as a non-stop area ----- 25
- v) For a competitor (driver or navigator) getting out of their vehicle within the jurisdiction of a manned control (excluding "Tests") -----25
- w) For receiving outside assistance within the jurisdiction of a manned control excluding a "test" (each instance) -----25
- x) For not attempting a "test" provided you have checked in at the start Marshall -----140
- y) For starting and not completing a test -----120 <sup>20</sup>

- z) The winner of a challenge will receive zero (0) points. All other positions in the top ten (10) only will receive ten points per position in descending order up to a maximum of 90 points. i.e. 2nd will get 10 points, 3rd = 20 points .... 10th = 90 points. All positions after 10th will receive 100 points. This is for challenges (or tests) only. Provided the competitor completes the challenge.**

**E.g. for a) & b) above:**

**If a vehicle was due at a control at 2:33pm they would be allowed to arrive at 2:33, 2:34 or 2:35pm without penalty. At 2:36pm they would incur 4 penalties as outlined in section G a). Similarly, they would be allowed to arrive at 2:32, 2:31 or 2:30pm without penalty. At 2:29pm they would incur 10 penalties as outlined in section G b).**

**If hypothetically there was only one vehicle in the event, the control would close thirty minutes after the due time. Therefore the control would close at 3:03pm (This is 2:33 plus 29 further minutes. Remember that 2:33 is comprised of 60 seconds.) At 3:03pm the marshal can refuse to check in the vehicle i.e. it has missed the control. At 3:02pm the competitor would get maximum timing points for being late.**

**Similarly, the control would open fifteen minutes before the due time. Therefore the control would open at 2:18pm (This is 2:33 minus 15 minutes.) At 2:18pm the control is open and the marshal can accept route cards from competitors therefore, in this instance the competitor would get maximum timing points for being early but not points for missing the control. At 2:17pm or earlier the competitor would have missed the control.**