# Regulations

**PART 1: General Regulations**

These are the abbreviations, navigational rules and conventions which we have applied in setting the instructions **UNLESS A DIFFERENT OR CONTRARY INTENTION IS INDICATED IN THE ROUTE INSTRUCTION** or in any Additional Regulations for specific Legs**:-**

1. **Abbreviations**
   The following abbreviations may be used in route instructions during the event:-

| | | | | |
|---|---|---|---|---|
| AR | All Roads* | CRO | Coloured Roads Only* |
| IGR | Ignore Gated Roads* | MR | Map reference |
| TC | Time control | GR | Grid reference |
| GS | Grid square | GL | Grid line |
| GI | Graticule intersection | ETL | Electricity transmission line |
| TR | Turn right | TL | Turn left |
| SO | Straight on | XR | Turn right at crossroads |
| XL | Turn left at crossroads | XSO | Straight on at crossroads |
| FR | Fork right | FL | Fork left |
| RA | Roundabout | RA2 | Roundabout, second exit (etc.) |
| G | Green | B | Brown or Blue |
| R | Red | W | White or West |
| Y | Yellow | N | North |
| S | South | E | East |
| SH | Spot height | TP | Triangulation pillar |

   *see 2.2 to 2.4 below

2. **Roads**
   2.1    Generally, all roads (coloured and white) with 2 boundaries may be considered and used, including those with broken boundaries on one or both sides, except:
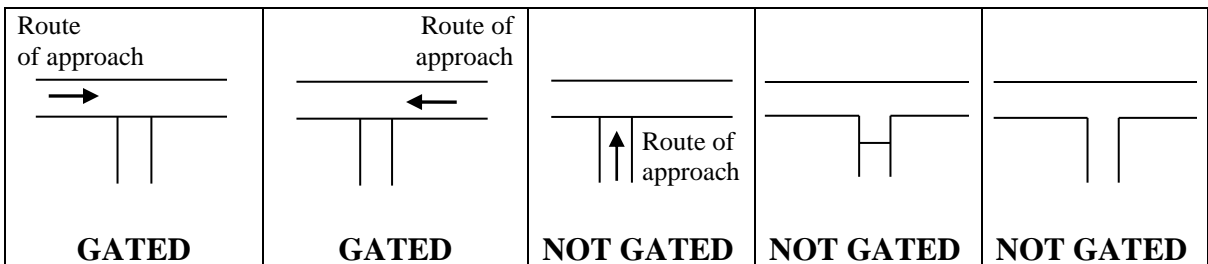
2.1.1   Paths, and roads under construction or projected, will **not** be used and should not be considered when solving the instruction.

2.1.2   Place names and map features (other than some buildings – see Regulation 5.4) printed over roads by the original map makers are not considered to interrupt or block roads.  However flags and labels added by the Organisers (including Logos, Banners, Romers, Time Control flags, TC and Objective numbering, Code Letters and Barricades) do interrupt and block roads. Interrupted or blocked roads are 'no-through-roads' and cannot be included in your route but, where appropriate, are included in and should be considered when solving route instructions.

2.2      **All Roads** means that all roads, to the extents defined in 2.1 above, should be considered when solving the route instruction and constructing your route.

2.3      **Coloured Roads Only** means that white roads (including roads which are coloured only because of the background colour of the map) should **not** be considered when solving the route instruction nor when constructing your route.

2.4      **Ignore Gated Roads** means that a gated road at a junction should **not** be considered when solving the route instruction nor when constructing your route.  For this purpose the definition of a gated road is a road which is gated at the road end (other than where the gate is across the route of approach to the junction), and not one where the gate is recessed or set back from the road end.  For example:-

| Route of approach → | Route of approach ← | Route of approach ↑ | | |
|:---:|:---:|:---:|:---:|:---:|
| **GATED** | **GATED** | **NOT GATED** | **NOT GATED** | **NOT GATED** |

2.5      **In any Leg** no road may be used more than once, but it is permissible to turn left or turn right twice at the same crossroads.  Straight on twice at a crossroads (or other multiple junction) is not permitted in any Leg.

2.6      A crossroads is a single junction of two or more roads from which, in addition to the direction of approach, there are three options for departure.  A junction is a single junction if the roads join it at a single point.  For example:-

| **CROSSROADS** | **CROSSROADS** | **NOT A CROSSROADS** | **CROSSROADS** | **NOT A CROSSROADS** |
|:---:|:---:|:---:|:---:|:---:|
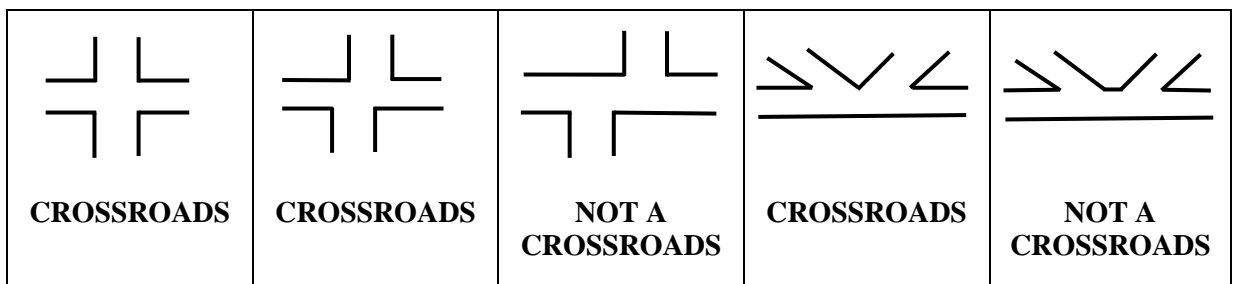
2.7      Each carriageway of a dual carriageway should be treated as a separate road.

2.8     Roundabouts should be considered as a number of separate junctions, though the route instruction may include a combined direction such as RA2, meaning "roundabout, second exit".

2.9     All roads should be considered 'as map' without reference to any known or assumed direction of travel or other use restrictions, but dual carriageways and roundabouts can only be included in your route in a direction that they can be driven in accordance with the Highway Code.

3. **Correct route**

3.1     Subject to 3.2 below, the correct route is the shortest route which fully complies with the route instruction.

3.2     Where the instruction provides that the second shortest route should be taken, the correct route is the route (which fully complies with the route instruction) compared to which the shortest route is the only shorter route which also fully complies with the route instruction.

3.3     Subject to 3.4 below, if a route instruction includes a spot height, grid line or other map feature the correct route passes, touches or crosses that map feature.

3.4     Underlining in a route instruction means that whatever is underlined should be avoided.  If a route instruction includes an instruction to avoid a map feature (whether by underlining or otherwise) the correct route does not pass, touch or cross that map feature.

3.5     Where a route instruction includes an instruction to pass, touch or cross one or more map features (such as a spot height, grid line, letter on road etc.) those map features are the only ones of that type which should be passed, touched or crossed, and all others of that type should be avoided.  Conversely, an instruction to avoid such a feature does **not** mean that all or any other such features on the map should be passed, touched or crossed.

3.6     Where a route instruction includes an instruction to do something a certain number of times, the correct route is one which does so that exact (and not a greater) number of times.

3.7     At a junction the correct route is straight on (following the 'through' route) unless otherwise instructed.

4. **Passing, Touching and Crossing**

4.1     A road passes a map feature only if that map feature touches the road.

4.2     A map feature is deemed to touch a road if it is located on the road or touches or breaks at least one edge line of the road.

4.3     A road crosses a grid line (or other map feature) if **both** edge lines of the road touch or cross the line of the map feature.  If only one edge line of the road touches or crosses the line of a map feature, the road is deemed to have touched that map feature but **not** crossed it. For example:

| Not touching and not crossing | Touching but not crossing | Touching but not crossing | Crossing once | Crossing twice | Crossing twice |
|---|---|---|---|---|---|

5. **General**

5.1    A spot height, triangulation pillar, milestone or milepost is located at the dot relating to it. A telephone or other map feature is located at the end of any line or arrow showing its exact location. If the map feature is a building or structure, it touches a road if any part of the building or structure touches the road (see paragraph 4.2).

5.2    A road number is relevant to all parts of that road, and not only to the location where the road is numbered.

5.3    All gates on roads are deemed to be open and therefore do not of themselves block a road or prevent it from being considered and used (but see definition of "Ignore Gated Roads" at 2.4 above).

5.4    A road with a building 'on' it (i.e. a building symbol which directly touches or breaks **both** edge lines of the road) is blocked and is a no-through-road, and can **not** form part of the correct route.   No-through-roads are however included in relevant route instructions.

5.5    A Graticule Intersection comprises the whole or any part of the GI symbol, and not just the point of intersection.

5.6    An Electricity Transmission Line includes any part or parts of the ETL symbol, and not just the line of the ETL.


**PART 2: Supplementary Regulations for Legs 5 & 6**

1.    Regulation 2.5 of Part 1 shall not apply.  A section of road may be used more than once, but always in the same direction. You must never travel along any section of road in the opposite direction to that which you have already travelled on it on this Leg, although you may use a crossroads twice including to cross over a previously travelled route.

2.    The route will include Time Controls and numbered Objectives which are marked on the map.  A Time Control is marked by a flag and numbered on an adjacent grey label.  An Objective comprises either a Point (marked with a dot inside a circle) or an Arrow (comprising a line with an arrowhead).  An Objective is numbered on an adjacent yellow label.

3.    The route instruction will state which Objectives should be included, in numerical order, in the route between consecutive Time Controls, and the principles which should be applied in constructing the correct route to an Objective (e.g. Shortest Route, or Second

Shortest Route).  The correct route from an Objective to a Time Control is always the shortest route.

4.    For a Point, the correct route passes through the dot.  The circle is included only to assist the identification and location of the Point.  The circle should be disregarded for all other purposes and does not block any road on which it is situated.

5.    For an Arrow (except an Arrow with Barricade – see Regulation 10 below) the correct route includes the whole length of the Arrow which should be included in the route so that it is travelled from one end to the other without interruption.

6.    The arrowhead on an Arrow indicates the direction in which the Arrow (or any part of it) must always be travelled.  Using the correct direction of travel, the first part of the Arrow to be travelled is referred to as the Tail, and the final part as the Head. The arrowhead may not necessarily be situated at the Head of the Arrow.

7.    For Shortest Route, the correct route is the shortest route which complies with these Regulations between the previous Objective (or Time Control, as appropriate) and the target Objective. This will not necessarily lead to the shortest route overall between consecutive Time Controls. The route to an Arrow is measured to the Tail of the Arrow. The route from an Arrow is measured from the Head of the Arrow.

8.    For Second Shortest Route, the correct route is the route compared to which the Shortest Route is the only shorter route between the previous Objective (or Time Control, as appropriate) and the target Objective.

9.    For Compass Points, the correct route is the Shortest Route which includes, in numerical order, the Points referred to in the route instruction whilst complying with any direction of approach and/or departure specified for those Points.  An approach direction is the direction from which the Point should be approached.  A depart direction is the direction towards which the Point should be departed.

10.   For Arrows with Barricades, if an arrow is blocked by a Barricade (marked with an orange cross) the correct route is the Shortest Route complying with these Regulations which avoids the Barricade and includes as much as possible of the Arrow.

      10.1  In order of priority, the correct route (including the detour to avoid the Barricade) should (first) include as much as possible of the Arrow, and (second) be as short as possible.

      10.2  Each part of the Arrow which remains as part of the route should be travelled in the same order (relative to any other part of the Arrow which remains as part of the route) as it would have been travelled if there had been no Barricade(s), and from one end to the other without interruption.

11.   A Time Control may only be passed once in any Leg.  However Points and Arrows may be included in the correct route more than once (and, in the case of Arrows, either in whole or in part) either before or after the occasion when they are included in the route for the purpose of complying with the route instructions and requirements.

12. There are 'Code Letters' (codeboards) marked in the map on blue circles with a pointer showing their exact location. They are deemed to be visible from either direction of travel, but only if you actually pass their exact location. You should note them down as you pass them, in the order which you pass them on your route. The correct route will not necessarily pass all of the Code Letters on the map – some will be off-route or false. You may pass a Code Letter more than once in which case you should write it down on each occasion that you pass it. Your list of Code Letters will be the primary check that you have constructed the correct route.

## PART 3: Map Legend for Legs 1 to 7



**ROADS AND PATHS**   NORTHERN IRELAND   REPUBLIC OF IRELAND

Motorway
Junction number  3
M2

under construction : projected
M 2

National Primary
N1   Dual carriageway

under construction : projected

A2   Class A
Dual carriageway

under construction : projected

N53

National Secondary

B 25   Class B

Class B

R176   Regional

Unfenced

minor more than 4m tarred
minor less than 4m tarred
minor untarred and minor road in town

Gradient 1 in 5 and steeper : 1 in 7 to 1 in 5   - - - - - -   Path or track

The representation on this map of a Road, Track or Path is no evidence of the existence of a right of way
National and Regional roads in the Republic of Ireland are prefixed by the Letters N and R respectively

**RAILWAYS**

Track double or single   LC   Level crossing

Bridge   Tunnel

Foot bridge   Cutting

disused   a   Stations   (a) Principal Station   Embankment

Viaduct   Dismantled railway

**WATER FEATURES**

Cliff   Foot bridge   Lake   lough   pond

Flat rock   Canal : Canal (dry)

shingle mud or sand   High water mark   Highest point to which tides flow

Low water mark   Marsh or salting

Lightship   Beacon   Ferry V   Ferry (vehicle)

Lighthouse in use : disused   Ferry P   Ferry (passenger)

**TOURIST INFORMATION**

Information centre   Camp site   Beauty spot, place of historic interest, historic house,

Parking   Caravan site   country park , ancient monument

Picnic area   Bus station   Motoring organisation telephone

Viewpoint   Youth hostel   Public telephone

Golf course   Waymarked walks

**GENERAL FEATURES**

Buildings and public buildings  (selected)   Spoil heap   refuse tip   dump   Quarry

Approved frontier crossing point   Church with tower : with spire   Wind pump

Park or ornamental grounds   Church without tower or spire   Orchard

Telecommunication mast   Windmill and windmill stump   Glasshouse

Graticule intersection   Wood : with firebreak   Yacht club

Triangulation pillar   Electricity transmission line   Pipe line
(with pylons spaced conventionally)
Some prominent fences are shown in moorland areas

**ABBREVIATIONS**

CH   Club house

MS   Mile stone

P   Post office

PC   Public convenience

PH   Public house

TH   Town hall

**ANTIQUITIES**

☆   Earthwork   e.g. Rath

⚔   Battlefield (with date)

+   Position of antiquity which cannot be shown to scale

**RELIEF**

· 112   Height  (to the nearest metre)

Contours are at 10 metres vertical interval

Altitudes are given in metres above Mean Sea Level at
Malin Head, Co Donegal

**NORTH POINTS**

Magnetic north was 9° 44′ (173mils) W of grid
north at the centre of the map in 1988
Annual change which is not constant, is about
10′ (3mils) East.
True north is 1° 30′ (27mils) W of grid north
at the centre of the map.

True North   Grid North
Magnetic North

Diagrammatic only

**BOUNDARIES**

International Boundary

County Boundary

L G D Boundary

County & L G D Boundary

NT   National Trust always open

NT   National Trust opening restricted