

Competitor information

Thank you for your entry for the TREC IOM Summer Taster Competition on the 19th March 2023.

Pre competition information

- There will be NO competitors briefing - any information needed will be given in the map room
- No Number bibs will be worn

A safety helmet conforming to one of the following standards must be worn, with the chinstrap fastened, at all times when mounted.

The approved standards for British TREC are

- PAS 015 (1998 or 2011) provided it has a BSI Kitemark OR an Inspec IC Mark
- VG1 01.040 (2014-12) provided it has a BSI Kitemark OR an Inspec IC Mark
- SEI ASTM 95 - SEI ASTM F1163 (2004a or 04a onwards), providing it has an SEI mark
- SNELL E2001 OR E2016, providing it has a SNELL label and number
- AS/NZS 3838 (2006 onwards), providing it has an SAI Global mark

Any hat used must conform to one or more of these standards.

Hat Cameras

A camera may not be worn on the hat when mounted.

Competition times

Start times are now available on the website at www.treciom.com

ALLOCATED TIMES WILL BE STRICTLY ADHERED TO. MAKE SURE YOU ARE ON TIME FOR ALL PHASES. IF YOU MISS ANY OF YOUR TIMES FOR ANY REASON IT CANNOT BE GUARANTEED THAT YOU WILL BE ABLE TO COMPETE AND PENALTIES WILL BE INCURRED

Catering

There will be no catering available.

Results & Prizes

Results will be processed on the Sunday evening/Monday morning and provisional phase results will be available on the website ASAP please check these and any queries to be made to Jo.

Tack – any safe well-fitting tack

Any safe/comfortable clothing with suitable safe footwear

Equipment

Compulsory Equipment

Approved protective hard hat complying with current standards. Where a rider wears a different hat for different phases, all hats must be presented for inspection at the equipment check.

Head collar, lead rope or combination bridle. Note – a headcollar and leadrope will not be required for led obstacles on the PTV unless the horse wears a running martingale which cannot be unclipped to allow the reins to be taken over the horse's head.

Medical armband with emergency phone number 407153

Horse ID with rider number with emergency phone number (Keyring, luggage label or similar) (Emergency number for this event - **407153**)

First aid kit for both equine and human *. The main purpose of the first aid kit is to help stop blood loss and it therefore must include: • at least **5** sterile swabs • 1 pair of round-ended scissors • 1 elastic bandage, around 10cm wide • 1 disinfectant or antiseptic solution.

Torch suitable for riding after dusk

Fluorescent / reflective hi-vis clothing. The minimum requirement is clearly visible fluorescent strips on the area of the rider's torso. **PLEASE ALSO ADD HI VIZ TO YOUR HORSE**

Whistle (for use to attract attention in emergencies) to be carried on the rider

Additional Equipment

A hoof pick or other tool for removing stones etc. from a horse's hoof.

Waterproofs – minimum of a waterproof jacket

Mobile phone (sealed in an envelope for Levels 2, 2a, 3 and 4 only, but always sealed when capable of acting as GPS)

Navigational compass (NOT A MOBILE PHONE APP COMPASS)

Pens for map marking – ideally two colours. Thin nibbed, fluorescent orange or red gel pens are popular, and black or blue for notes

Recommended Equipment

Map case

Saddlebag/rucksack or suitable alternative

Drink and snack

Digital watch or stopwatch

- You will lose penalties for every item missing. You will **not** be allowed to start the POR without the compulsory equipment.
- Pairs riders must each carry all the items
- The human first aid kit, whistle and mobile phone must be carried by the rider, not in the saddlebags/carried on the horse.

The Map Room

Before you go in, ensure you have your pens handy so that you don't waste time looking for them while you're in there. **You only have 10 minutes in the map room**. You can also check which way is North, to make orientating your map easier when you set off.

Your record card will be given to you when you're in the map room. There will be one per pair. Guard it with your life - loss of this means elimination. Either have it in your map case, or somewhere secure in your saddlebag - you don't want the card to fly away when you get something else out of the pocket.

In here, you will find a table and chairs, a map with a route marked on it sellotaped to the desk, and an unmarked map. Sit down, turn the unmarked map to the same way round as the master map, find the start point which will be marked with a triangle, then quickly, but most of all **CAREFULLY**, copy down the route in one colour onto your unmarked map. You can do a map each or share one between your pair.

Watch out for direction arrows, carefully mark which side of field boundaries you're to ride on, which side of buildings to go around, and where to turn off paths. These are usually the sites of ticket points and checkpoints, so accuracy is essential!

If you have time after marking the route, use a different colour of pen to roughly mark each km on the course and then use small but bright circles or triangles to draw your eye to any anomalies like field crossings (so you don't miss them), and landmarks to watch out for. Be careful not to obscure your route with the notes & symbols.

Make a note of the first set speed which will be displayed in the map room too and look at the information about ticket points and what you should look out for on your way.

Resync your watch with the master clock in the map room.

When your time is up, gather up your pens, map and record card. Put them away safely, collect your horse and mount up. Your time starts as soon as you've left the map room, so don't hang around!

Speeds

Don't worry at all about the speeds on your first POR.

Do a 'best guess' instead. Generally 6kph = walk, 7kph = fast walk with a bit of trot, 9kph = mostly trot, some walk, 12kph trot with canter. This obviously depends on your horse's height and length of stride, but it's a good starting point. The most important thing is to concentrate on finding and taking the correct route - **"it's no use going at the right speed in the wrong direction!"**

If you do want to try and work out if you are going the right speed the best thing to do is to mark off each km on your map (using a piece of string or the side of your compass to measure) and then using a table similar to this you can work out how long it should take to do each km depending on speed

	0.25	0.5	1
5.5	00:02:44	00:05:28	00:10:55
6	00:02:30	00:05:00	00:10:00
6.5	00:02:18	00:04:37	00:09:14
7	00:02:08	00:04:17	00:08:34
7.5	00:02:00	00:04:00	00:08:00
8	00:01:52	00:03:45	00:07:30
8.5	00:01:46	00:03:32	00:07:04
9	00:01:40	00:03:20	00:06:40
9.5	00:01:35	00:03:10	00:06:19
10	00:01:30	00:03:00	00:06:00
10.5	00:01:26	00:02:52	00:05:43
11	00:01:22	00:02:44	00:05:27
11.5	00:01:18	00:02:37	00:05:13
12	00:01:15	00:02:30	00:05:00

Please remember to be courteous to other road users and ride carefully while on the roads and in the countryside

Checkpoints

Checkpoints aren't marked on your map, they are designed to make sure you're doing the correct route at the right speed, and give the horses and riders a short break on the way round.

They will comprise of flags or cones on the ground, with an official, a chair or car, and a 'holding area'. When you see the flags or official keep going and ride right through the flags/cones.

Once you've stopped, give your record card to the checkpoint official, who will mark it up with your time and tell you how long you're holding for - at least 5 minutes. Move into the holding area out of the path of others behind you and wait until your time to go.

Use this time wisely. Let your horse graze, have a drink and/or a quick bite to eat, and identify exactly where you are on your map. Look at the route ahead and identify any turns off your current path, roads or landmarks, so that you do not have to study the map in great detail while you're on the go. **Make a note of the set speed for the next part of the route, which will be clearly displayed.**

If you are confident enough to try to monitor your speed (rather than guess) and have marked each km on your route, then work out roughly how far it is to the next km mark from your current position (and how long it should take at the next section's speed)

Please respect the decisions made by the official. They may be required to make a decision which delays your start time. This could be for your safety amongst other reasons.

When your number is called again, thank the official, make sure that you've got your record card and then away you go!

Ticket Points

These are manned/unmanned checkpoints to check you are using the correct route. An example of the unmanned tickets used will be in the Map Room. Look out for the tickets along the way and write down on your record card the word/picture/name that you see. An example of what this looks like can be viewed at the Competitor briefing. There may be both 'good' and 'bad' ticket points and you get penalties for missing good ones or getting bad ones.

Most importantly - have fun :)