

CLASSIC RALLY CLUB

KEY RALLY AND NAVIGATION PRINCIPLES

This information is primarily intended to assist those Club Members who are considering moving up from TOUR to APPRENTICE LEVEL. It is not possible to cover all situations and scenarios – some just have to be learnt the hard way out on the road.

GETTING STARTED

When the decision has been made to enter APPRENTICE category and the Entry Form has been downloaded and completed, you should then DOWNLOAD THE SUPPLEMENTARY REGULATIONS!

This document, as well as giving all the boring CAMS stuff etc, will almost certainly include information regarding navigation that is specific to the Event and could be at variance to the normal Rally Rules and Definitions. Check the Abbreviations carefully for any less obvious interpretations or variations to normally understood meanings.

Rally Directors have even been known to modify Abbreviations thus:

TR = Turn Left TL = Turn Right CHECK THEM CAREFULLY!

Make a written note of any of these. The chances of remembering them all come rally day is remote! Ensure that you have a copy of the SUPP REGS with you on the event. It is common that items such as the Abbreviations will NOT be included with the Route Instructions.

BASIC RALLY RULES

These rules will generally apply to all CRC Events but remember they can be over-ridden by Event specific instructions. Remember the old saying 'Rules are made to be broken'.

1. Do not use any section of road, no matter how short, in opposite directions during the rally UNLESS the Route Instructions specifically allow. You may however cross a road that you have previously used at a crossroad. If it is an off-set crossroad then the first principle applies. This rule does not preclude 'back tracking' to find a question etc.
2. The correct route is always the SHORTEST mapped route between via's that complies with all of the given instructions. When plotting the route always check for 'Out of Bounds', 'deemed roads' etc, which may impact on the route to be driven.
3. You cannot travel through a nominated 'via' until you use it as the described via in the Instructions. Confused – Weren't we all! You could find that the shortest mapped route takes you through a road junction and then doing a loop back to the same road junction which is a 'via'. This would be an in-correct route since you have passed through the 'via' before arriving at it AS THE VIA!

BEFORE BLASTING OFF

The following are some basic tasks which should be taken after collecting the Route Instructions from the Event Officials.

1. Check that you have all of the pages and attachments – don't want to find you're missing Page 3 when 80Kms into the division!
2. Check the Question Sheet. Make sure that the distances to the Questions are in the correct sequence. Questions can be transposed, which inevitably means back-tracking if not picked up early enough.
3. Driver to read all questions to make sure that there are no "How many bridges did you cross..." questions at the end.
4. Check the Notes at the top of the Route Instructions, which often include specific Instructions for the Division or the whole event. Any identified 'Out of Bounds' should be marked on the map. Use pencil as these instructions may not apply in the next

division or the next day and you might need to rub them out. Don't rely on remembering them as you drive – you will NOT. Plot any 'un-mapped' or 'deemed' roads as described in the Instructions onto the supplied map. When marking up the map at this time be careful not to obscure any words or features, since you may need to find these later in the Event.

5. If time permits it can be good to transfer the appropriate Question numbers onto the Route Instructions between the various vias, which in APPRENTICE class will usually all have given distances. It can be useful if the navigator also knows that there are say 3 questions to be answered between 2 particular via points.
6. It is common, but not always the case, that from the Start Control the first instructions will be a Route Chart to get you to the first via. This is usually because the Start locations cannot be properly identified on the map.
Before leaving control try to at least identify the first 3 vias and have plotted the route from via 1 to via 2. The more you can plot before heading off the less times you will need to pull over en-route to plot further sections. But keep an eye on the time, which can fly by, and the Start Control will have a closing time!
7. Cross out the miles or kms on the route chart AND the questions. Whichever does not apply to your measuring device?

ON THE ROAD – THE NAVIGATOR JOB

Now the fun begins. This is what we all do it for.

1. Check the instructions, which will indicate where you should ZERO your tripmeter or TERRATRIP, HALDA etc. For anyone planning to enter APPRENTICE level on a regular basis, a rally tripmeter as indicated above becomes an essential tool. Once calibrated to your specific vehicle it is an extremely accurate device to measure distances to the nearest 10 metres and most events are set by Rally Directors using these devices to give distances to vias and questions to 2 decimal places.
2. ZERO TRIP as advised!
3. This is where the navigator's job really begins. Remember that your driver has no idea where you're going – he needs constant information. An instruction to a driver to 'turn left in a little while' could be the end of a long friendship. Try to give the driver adequate warning, by estimating if necessary from the map, how far it is to the next junction. Look on the map to establish if there are any place names that may be on road signage located at the junction. Every bit of information helps. All the above however is not necessary if the next junction being approached is a 'Tee'. Just tell him to turn left or right rather than going straight on.
4. Although traditionally the driver's job, since he is the one who should be looking at the road, keep a lookout for VRC'S which are always located on the left-hand side of the road. This also applies to questions, which is why having them noted on the Route Instructions can be a great help.
5. If the car in front turns left at a junction where you think the correct route should be to turn right, don't assume that he is right and you're wrong. If 3 cars in front turn left you should maybe pull over and have another look at the map and Instructions! But remember that it is common for TOUR to use a different route to APPRENTICES and MASTERS so you could still be correct by turning right.
6. If you decide that you are on the wrong route and need to back-track, don't forget (A) If you have a Rally Tripmeter set it into reverse until you reach the point where you believe you went wrong and don't forget to set it back to forward running or (B) If you are using the vehicle tripmeter make a note of the distance between where you turn around and back to the correct route, double this distance and add this figure to all

future distances to vias and questions etc. Try not to go wrong too often because you Route Instructions could finish up looking like a page of logarithms!

UNDERSTANDING ROUTE INSTRUCTIONS

Route Instructions are provided for 2 conflicting purposes. The first is to help you plot the correct route between vias and the second is the complete opposite!

The over-riding principle with these Instructions is to read them very carefully and then READ THEM AGAIN. Remember that the use of the smallest change of wording i.e. of or on, and or or, etc, can totally alter the meaning of an Instruction. In APPRENTICE CLASS it is usual that the instructions for MASTER are used, with additional information provided to assist with the navigation. These extra instructions are usually given in italics or sometimes within brackets. It must be remembered that the instructions do NOT supersede the MASTERS instructions, which should still be used as part of the overall information provided. The following may assist with commonly used navigation Instructions.

1. Herring bones and Map Traces. When these are included in Instructions their purpose can be two-fold and reading the Instructions CAREFULLY is essential. The wording of the Instruction will establish whether you need to travel along the herringbone or map trace or is it is just to be used to locate a via. Even if the latter appears to be the case, remember that the herringbone or map trace may still provide the SHORTEST mapped route between vias. These notes also generally apply to tulips.
2. Clock instructions use the hand positions on a traditional clock to establish the direction of approach and departure from a junction. The details of which hand indicates which direction will be within the Route Instructions – or could be in the SUPP REGS!
3. When told to 'Keep or Leave' a mapped feature on your left or right or to the East or West etc, the road on the correct route will be the one closest to the feature i.e. not a road that is also on the right but 20kms away!
4. The term 'mapped' will be used in many instructions. This means that the road or feature described is on the map. The term is commonly used in association with other words i.e. mapped un-sealed road. This may require reference to the map legend to establish exactly how un-sealed roads are shown on the map. Described features i.e. Open cut mine may not have these words actually on the map so reference to the Map Legend is again required to find the graphic symbol for the particular feature.
5. The term 'named' will also be used. Again this means that the feature referred to in the Instructions will be named on the map. If instructed 'not cross any named bridges' you are still free to cross any other mapped bridges that are not 'named'. Perfectly obvious really!
6. Distances to features or vias etc. are usually, in APPRENTICE CLASS, given in kilometres. But again, READ THE INSTRUCTION CAREFULLY. A Conversion Factor as included in the Route Instructions may not only be there for the MASTERS to use.

CONCLUSION

Although not intended to be definitive, it is hoped that this information will help you understand what is sometimes seen as 'the dark art' of Rally navigation. If there is one simple message to be taken from this document it is: READ THE INSTRUCTIONS CAREFULLY AND THEN READ THEM AGAIN!

Happy navigating.

(Credit to Tony Norman for developing this document)