

The

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Pathfinder National

Table Top Rally



A Cheltenham Motor Club Promotion

Pathfinder National Table Top Rally 1989

With the end of another Pathfinder we would like to thank all of you who entered and made it once again a very successful event to set the standard for the other Championship events. Once again your comments have been very complementary even though one or two of you are not too keen on not having link sections.

Out of 147 entries there was a return of 99 maps for marking, somewhat less than last year but still enough to strain the poor old eyes. While we permitted any form of route marking this year it would be a great help if that method was sufficiently dark to be seen easily, eg 2B or softer pencil - some entrants were nearly given maximum penalties on some sections which were almost invisible. Despite the checking one or two gremlins crept in for which we have made allowances in the marking and thus preserved all the sections intact.

Once again we have a new name heading the awards list, Alan Kemp from Peterborough by only two points from the ever consistent Martin Rea. Alan's attempt last year only netted him 43rd place, so it shows what can be achieved from one year to the next. This years penalties are higher than usual partly owing to more sections but also in part to one or two nasty little catches which proved harder than expected. Congatulations must go to Colin Hensman who was the only person to clean section 7. This may have deterred some from returning maps - what happened to you Richard? Ties have been decided, as usual, by furthest cleanest for award winning places only. For those with awards to come these will be posted separately in due course.

Finally, congratulations to all award winners and thanks again to all who entered and we look forward to seeing your entry for the 1990 event

Pete & Phil.

THE RESULTS

As no individual group from the C.S.M.A. had five or more entries and there was a large number of entries from the C.S.M.A. as a whole a special award for the best C.S.M.A. is being given.

Posn.	Name	Club	Penalty	
1	A. Kemp	Peterborough M.C.	21	1st overall £30 & trophy
2	M. Rea		23	2nd overall £20 & trophy
3	M. Biss	C.S.M.A. NEL	25	3rd overall £10 & trophy
4	M.S. Price		27	4th overall award
5	K. Endersbee	C.S.M.A. NEL	30	5th overall award
6	E.M. Lowe	Matlock M.C.	31	6th overall award
7	P. Waterton	Pegasus	33	7th overall award
8	P. Smith		36	8th overall award
9	C.J. Hensman	Propellors M.C.	37	9th overall award
10	A.S. Crocombe		37	10th overall award
11	P. Lewis	Pegasus	38	
12	D. Robinson	Wessex M.C.	39	
13	J. Zoller	C.S.M.A Ipswich	40	Best C.S.M.A. award

14	M. Roe	Camb. Univ. A.C.	41	
	D. Watts	N.W.B.M.C.	41	
16	J. Allcorn		42	
	T. Hare	Bedford C.C.	42	
	J. Perkins	C.S.M.A. NEL	42	
19	P.R. Lear	CSMA/Hants & Berks	43	
20	P. King	Nuneaton M.C.	48	
	R.F. Nugent	Wessex M.C.	48	
22	D. Bell	Sporting CC Norfolk	49	
	A. Endersbee	C.S.M.A. NEL	49	
	H.R. Simpson	C.S.M.A.	49	
25	D. Heard	Tynemouth & DMC	50	
26	Lyn Cantrill		53	
27	Sylvia Huckle		55	
28	G. Saunders		56	
	T. Vassie	Nat. West Bank M.C.	56	
30	J.T. Travis	Darlington DMC	57	
31	J.P. Kitts		59	
	Bridget Lewis	Oxford M.C.	59	
	Janet Robbins	Cheltenham M.C.	59	Best Cheltenham award
	D.B. Taylor	Bristol Aeroplane	59	
35	"Crow"	West Essex C.C.	60	
	D.C. Newbould	C.S.M.A.	60	
37	M.F. Barrett	Propellers M.C.	61	
	W. McAdam	U.A.C.	61	
39	M. Wicks	South Hams M.C.	63	
	B. Muttram	Dolphin M.C.	63	
41	G. White	Eastern Counties	65	
42	M. Horton		66	
	P. Robbins	Cheltenham M.C.	66	
	K. Watkins	Forest of Dean M.C.	66	
45	J.H. Watson		67	
46	P. Harbord		68	
47	D. Bleakley	C.S.M.A.	70	
	M. Goodman	Bedford C.C.	70	
49	G. Walford	C.S.M.A. Ipswich	72	
50	D.A. Ogden	061 M.C.	73	
51	A. Jones		74	
52	R. Daines	C.S.M.A.	75	
53	S. Lawrie		76	
54	D. Clarke	C.S.M.A.	77	
	R. Moore	Bury A.C.	77	
	N. Nicholson	C.S.M.A.	77	
57	Brenda Ward		78	
	J. Brook	Leeds M.C.	78	
59	Eileen Higgins	Hartlepool D.M.C.	79	Best Hartlepool award
60	I. Bishop	Oxford M.C.	84	
	T. Jones	Clwyd Vale M.C.	84	
62	M. Aylward	Central Sussex M.C.	85	
	D. Keetley	C.S.M.A.	85	
	J. Pullin	Bognor Regis M.C.	85	
65	Christine White		86	
66	H. Carr	Ilkley D.M.C.	89	
67	T. Kent-Phillips		90	
68	S. Yates	Cheltenham M.C.	92	

69	G.W.M. Ferris		93	
	Lesley Trotter		93	
71	D. Cooper	Cheltenham M.C.	94	
72	Sue Adams	Tavern M.C.	95	
	P. Broadbent	Hartlepool D.M.C.	95	
74	A.W. Edwards		97	
75	A. Williams	C.S.M.A.	103	
76	Carol Moulton		104	
77	D. Leavy	West Essex M.C.	105	
	G. Lister	Otley M.C.	105	Best Otley award by
	P. Burns	Otley M.C.	105	furthest cleanest
80	P. Compton		107	
81	P.M. Clothier	CSMA Farnborough	108	
82	D. Arkle	C.S.M.A.	109	
	A. Cromie	Rathfriland Nav.C.	109	
	R. Watts	C.S.M.A.	109	
85	Mrs J. Cutler	G.E.C. (Coventry)	110	
86	S. Waggett	Stockton D.M.C.	116	
87	C.J. Jackson		120	
88	G.H. Ware	Eastwood M.C.	125	
89	B.W. Tucker	C.S.M.A.	135	
90	E. MacRobbie		138	
91	S.C. Austin		148	
92	D. Tann		155	
93	R. Babbs	C.S.M.A.	167	
94	M.D. Hemming	Bishop Auckland MSC	168	
95	J. Boothe	Craven M.C.	176	
96	R.M. Carroll	Streetly M.C.	190	
97	E.R. Turnbull		193	
98	G. Ford	Cheltenham M.C.	219	
99	S. Manby		226	Free entry to 1990 event

THE ROUTE

The following is intended to give a clue to solving any sections that you may have had difficulty with. They are not a detailed guide to the correct route.

Section 1

A slight error occurred on this section in that the shortest route clashed with that for section 4. This was allowed for in our marking. The whites used (on the shortest route) were in grid squares 3016 to 2915, 3216 to 3315, 3715 to 3714, 3713 to 3613, loop in 3512, 3511 to 3411, 3412 to 3312, 3414 to 3213, 3313 to 3212, 2913 to 2912.

Section 2

This section was self-explanatory. Errors occurred by not using the white link at 341 $\frac{1}{2}$ 282 and using the yellow at 322290.

Section 3

Most of you had trouble on this section. It was based on the F1 racing numbers as at the start of the season:- Danner 38; Palmer 3; Larini 18; Warwick 9; Winkelhock 41; Prost 2; Senna 1; Boutsen 5; Albereto 4. The car numbers in the order given gave two map references for the circuit to pass through i.e. 383189 and 412154. We know that since the preseason listings

that there have been various changes within a lot of the teams, it was for this reason that we stated that the experiment took place early this year.

Section 4

Spot heights (for the shortest route) are 98 in grid square 3913; 95 (3816); 87 (3617); 88 (3519); 118 (3620); 176 & 165 (3622); 175 (3523); 101 (3422) to F4 at 189 (3424).

Section 5

Mast 1 was in 3928 and mast 2 in 3115. Bearings from these gave you the dots (SHs and MSs) in 4128, 3925, 3826, 3825, 3823, 3723, 3722, 4022. The route was meant to then go via 4021 to finish at MS in 4119 but owing to an error in the instructions no penalties have been incurred for this part of the section.

Section 6

Changes in road colours determined the route for this section; e.g. RY meant go from a red road onto a yellow one. F6 was located at the junction in 4710 approaching from the north. The route went via Woodstock, Lower Park, Bladon, Lower Park, south to 4311 and east to the finish.

Section 7

This was meant to be a hard section and it certainly was with only one competitor getting it correct. First you needed to realise that all the points had to fall at similar features, otherwise there would have been many solutions. In this case the feature was the obvious one? road junctions. It was then a case of finding the orientations of the pieces. The following shows how they were meant to fit.

Start	Via	Finish
469 $\frac{1}{2}$ 287	434 $\frac{3}{4}$ 257 $\frac{1}{2}$	475270
475270	471 $\frac{1}{2}$ 255 $\frac{3}{4}$	454254 $\frac{3}{4}$
454254 $\frac{3}{4}$	477 $\frac{3}{4}$ 248 $\frac{1}{4}$	463225
463225	462 $\frac{3}{4}$ 231 $\frac{1}{2}$	481208 $\frac{1}{2}$
481208 $\frac{1}{4}$	453 $\frac{1}{2}$ 223 $\frac{3}{4}$	429219 $\frac{1}{2}$ (F7)

Section 8

This was farm names with the vowels omitted. They were Vicarage in square 4819; Stud (5221); Park (5120); Staplehurst and Newbridge (5218); New Barn (5420); Simms (5321); Park (5224); Ashgrove (5326); Ardley Fields (5426); Mudginwell (5027) and Manor (4928). Note that the route needed to go westward when it joined the B4030 in order to pass Park Farm.

Section 9

This was direction to grid square containing the next junction:

N 1 Meant next junction is	N 0 Indicated that the next
E 1 one square north and one	E 0 junction is in the square
W 0 square east from the	W 0 that you were already in.
S 0 present location.	S 0

The above should be enough for you to find the finish at 563 $\frac{1}{2}$ 227 $\frac{1}{4}$.

Section 10

The spot heights can be found as follows: 66 (6016), yes the spot is there, 67 (6217); 63 and 65 (5720); 69 (5519); 65 (5418); 64 (5316); 61 (5115); 62 (4913); 68 (4814) to finish in 4815.

Section 11

This section is self explanatory, except that the instructions tell you NOT to carry out the direction given with each of the references, this meant that you must not approach the finish from NE. The correct approach was from the SW. The route visited Piddington (twice), Ludgershall, Wotton Underwood, Brill, Oakley then a tour of the woods east of the finish.

Section 12

The diagrams were of crossings of railways in squares 6424, 6725, 6825, 6329, 5823, 5922, 6123, 6121, 6220 to the finish in 6420.

Section 13

These were the chemical symbols for elements of which the atomic number gave spot heights. Radium (Ra) 88; Osmium (Os) 76; Tantalum (Ta) 73; Gold (Au) 79; Lead (Pb) 82; Thallium (Tl) 81; Americium (Am) 95; Astatine (At) 85; Thulium (Tm) 69; Ta and Tm again; Iridium (Ir) 77; Dysprosium (Dy) 66. The spot heights were in 3108, 3006, 3005, 3206, 3207, 3407, 3506, 3505, 3405, 3306, 3204, 3101, 3101 F13 was at junction in 3301.

Section 14

This was a herringbone diagram but using blues (rivers, brooks etc.) - "navigate" was a clue - not roads. Leave the start and sailing west along Radcot Cut should have, by ignoring tributaries etc as indicated, led you to the finish at 404 299 (bridge). Your route should have then been the shortest by road not river - you were supposed to be in a car remember.

Section 15

This was directions of leaving grid squares as given by the diagram.

0 01 01 10 1 01 1 1 10 1 10 0 10 0 10 1 10 0 1 10 01 1 01 01
N E E W S E S S W S W N W N W S W N S W E S E E

to finish in square 3294.

Section 16

No explanation is required. The route was via West Hanney, south through 92, loop around East Hanney, via whites to Frilford, Fyfield, Fyfield Wick, Kingston Bagpuize, Southmoor, via whites to Hinton Waldrist, loop round to F16 at cross roads in 3897 approach from the south. Yes 43319151 was on a railway line and was wrong, it should have been 43319551 but nobody was penalised for passing through it.

Section 17

A circular herringbone, we even gave you an arrow to show you the direction to travel around the diagram. Yes you really can ignore 14 lefts without disappearing up your own exhaust. The finish is at the roundabout in 4308. Leave the start heading north and be careful of white loops - great care in 4105.

Section 18

Roman numerals - VIA 65 - i.e. via spot height 65 in 4408, remembering to avoid crossing ETLs on white roads. Your route should have gone across the middle of Farmoor reservoir and on to the finish in 4404 approached from WSW.

Section 19

This decoded as follows:- A = 4R; B = 3RY; C = 2RY; D = 3Y; E = 2R2Y; F = 2RBV; G = 2BY; H = 3B; I = 3BY; J = 2B2Y; K = 2BR; L = 3R; M = 4Y. The route took you on a tour of Oxford before finishing at the YYY junction in 5201.

Section 20

Spot heights were 51 (5096); 52 (5096); 52 (5293); 56 (5392); 56 (5392); 65 (5691); 67 (5597); 47 (5893) to F20 in 5893.

Section 21

Cross over bridge in 5101 then head north to join A34, south down A34 to 4891. Then zig-zag crossing bridges in 4793, 4794, 4795, 4897 heading SE. 4998, 4999, 5000, 5100 to finish in 5200. Some other similar routes were allowed. Note there are no bridge symbols at the interchange in 4796.

Section 22

The start square was four in from the left and three up. The rest then should follow. The finish was missed by most of you - the instructions told you to pass through each square, this included the final square making the finish at RRY junction in 6097.

Section 23

The crossings of the ETLs were as follows 6106; 5904 twice; 6005; 5804; 5602 four times; 5603; 5801 twice; 5701; 5901 and so to the finish in 5803.

Section 24

The route went via Watlington, Pyrton, Stoke Talmage, Great Haseley, Little Milton, Great Milton, Milton Common, Tiddington, Waterstock to F24 in 6304 approaching from the north.

We hope these notes have been of some assistance to you and that the event has not seemed too much like 449231 to you.