

The

90[64]

Pathfinder National

Table Top Rally



A Cheltenham Motor Club Promotion

Pathfinder National Table Top Rally

1990

Another Pathfinder is now over and we would like to thank all of you who entered. Unfortunately, this years event does not seem to have been so successful as in the past. Entries were down to 126 from last years 147 and the number of maps returned was only 58. It would appear from the results that far more difficulty was experienced with some of the sections than we had anticipated. Although we try to produce a couple of difficult ones we like to have a large proportion of the event "do-able", if not "cleanable" by most competitors, which does not seem to have happened this year. In defence we must say that once an idea is thought of it becomes hard to know how difficult a competitor will find it.

On the brighter side, the change to marking passage controls rather than the whole route and using a PC word processor has enabled us to produce the results in record time, even allowing for the reduced return of maps. The use of passage controls not only speeds up marking but also, we believe, gives more consistent results for each section and it is very probable that we will use the system again next year. The idea of a non-continuous route does not seem to have found favour and may well be a factor in the difficulty of this years event. In view of this we will be returning to a continuous route for next season.

As mentioned above we are now using a PC to process the results and this has enabled us to easily include a breakdown of everyones penalties per section, something we have not done in the past. In view of this the individual marking cards have not been included as in the past.

Congratulations must go to Colin Hensman on taking the first overall prize from J. Perthen, who as a newcomer to the Championship has produced a very credible result. Third is Martin Rea, who will, once again, be the one to beat for the Championship. A special mention must be made of T. Findlow, who takes the Best Newcomer award, with a good 20th place. Ties for award winning places only have been decided as usual on the furthest cleanest principle.

The results, breakdown of penalties and the details of passage controls follow on succeeding pages.

Finally, congratulations to all award winners and thanks again to all who entered. We look forward to seeing your entry for 1991 when we promise you an easier event.

Pete & Phil

Entry

Posn.	No.	Name	Club	Penalty	Award
4	1	101 C.J. Hensman	Ex-Propellers	36	1st £30 + trophy
8	2	15 J. Perthen	Romford Enth. CC	39	2nd £20 + trophy
14	3	80 M. Rea		41	3rd £10 + trophy
17	4	27 M. Goddard	CSMA	42	4th O/A award
	5	66 D. Cherrill		59	5th O/A award
16	6	1 Crow	West Essex CC	60	6th O/A award
	7	17 D. Clarke	CSMA	62	7th O/A award
10	8	120 R. Lintott		67	8th O/A award
1	9	24 D. Bell	Sporting CC Norfolk	69	9th O/A award
37	10	123 P. Upton		71	10th O/A award
40	11	25 A. Ogden	061 MC	71	
	12	112 K. Watkins	Forest of Dean MC	76	
12	13	83 T. Mason	CSMA	77	Best CSMA
	14	87 Mrs B. Lewis	Oxford MC	79	
	15	26 A. Kemp	Peterborough MC	83	
15	16	40 A. Crocombe		87	
18	17	48 H.R. Simpson	CSMA	91	
	18	119 P. Harbord	CSMA	92	
		3 P. Rennie	Wessex MC	92	Best Wessex MC
20	42	T. Findlow		97	Best Newcomer
21	115	A. Juniper	Wessex MC	102	
22	77	R. Norbury	Alwoodley MC	106	
23	18	Dr. G. Goodlass		107	
24	91	J.P. Kitts		110	
25	41	K. Norman	Oxford MC	113	
	99	N. Ludlow	Romford Enth CC	113	
27	46	E.M. Lowe	Matlock	116	
28	63	R.J. Girvan	CSMA	118	
29	107	D. Collins	Devizes & DMC	119	Best Devizes DMC
30	109	Miss S.M. Crane	Plymouth MC	123	
	47	J. Allcorn	CSMA	123	
32	6	P.R. Lear	CSMA/Hants&Berks	125	
	108	P. Wrigley	Plymouth MC	125	
34	54	G.R. Nunn		129	
35	10	D.J. Bleakley	CSMA	133	
36	56	Mrs C. Moulton	CSMA (NWL)	138	
37	104	I.M. Tullie	Wessex MC	142	
38	5	G. Ford	Cheltenham MC	148	
	64	H. Carr	Ilkley & DMC	148	
40	116	R. Nugent	Windsor CC	149	
41	105	G.A.W. Setford	David Brown MC	150	
42	69	B. Short	Devizes & DMC	153	
43	73	P. Rogers		155	
44	44	C. Jones	Devizes & DMC	160	
45	70	J.H. Watson	CSMA	170	
46	68	Debbie McGiffen	Devizes & DMC	173	
47	37	B. Jones	Heads of Valley AC	174	
48	31	S.A. Livesey	Marden MC	177	
49	57	S.C. Austin		190	
50	36	D. Howells	Heads of Valley AC	191	
51	126	A.S. Garrett	Devizes & DMC	193	
52	84	A.W. Houldershaw	CSMA (NWL)	216	
53	103	Mrs D.J. Brundle	Essex Ladies MC	218	
54	124	Mrs C. Hannaford	CSMA (NEL)	226	
55	121	G. Sellick	Devizes & DMC	229	
56	14	S. Saunders	CSMA	232	
57	39	D. Boden	Devizes & DMC	248	
58	21	E.R. Turnbull		249	Free Entry 1991

Entry	Section																								Tot	
No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
1	1	1	2	15						2		12	5	1	10					10		1		60		
3	3		1	12	3	3	1	2		2		10	4	15	10					10		1	15	92		
5	1	3	10	15	2	1		1	2	2		14	7	15	10		10		5	10	10	10	5	15	148	
6	1	8	2	12	1	5	10			15		7	7	1	6					10	10	15	15	125		
10	2	10	9	13	5	2		1	2	1		13	3	4	4	9			5	2	10	10	15	13	133	
14	2	10	10	15	5	5	10	1	15	15	7	14	8	15	15	10	9	10	5	9	10	2	15	15	232	
15	1	2		3	1	1		1		1	1	2	6		6	4					8		1	1	39	
17	2	8	8	12	3			2	1	1		14	4	1	4							1	1		62	
18	1	1	10	12				1	2	1		13	1	15	6				10	9	10			15	107	
21	1	10	10	10	6	5	10	1	15	15	15	15	11	15	15	10	10	10	5	10	10	10	15	15	249	
24	1	4		12		4	1	3		13		9	5	1	1	4					10		1		69	
25	1	9	9	7	2	1		2			2	11	8		2				5		2	9	1		71	
26				15	5			1		2		14	8	13	7						8	9	1		83	
27			1	14		1		4		1	1	1		5	4						8	1	1		42	
31	1	10	10	15		3	10			15	1	15	1	15	7		10		5	10	10	10	14	15	177	
36		10	9	12	6	1	10			15	15	7	9	11	14	6	10	2	1		8	9	10	15	11	191
37		10	9	12	2	1	6			15	11	6	6	11	13	6	10				7	10	10	14	15	174
39	4	10	10	15	6	5	10	1	15	15	2	15	15	15	15	10	10	10	5	10	10	10	15	15	248	
40	3	9	1	15	2	4	10	1				5	2	3	8		10				6	7	1		87	
41	1	6	8	12	1	2		1			2	5	7		7		10		5	10	10	10	1	15	113	
42	2	10	10	11	1	1	4	1			1	7	7	3	1	7		2	3		2	10	12	2	97	
44	4	10	10	12	2	2		1	3	15	1	14	15	15	10						10	10	14	12	160	
46	1	1	1					2	11			12	7	15	6		10				10	10	15	15	116	
47	3	10	10	15	1	4		1		1		12	6		9			5	10	10	10	1	15	123		
48	1	2		12	1		5	2	2	1	2	6	2	3	10						1	9	2	15	15	91
54	1	8	9	15	4	5	10			13	1	14	6	15	4	5				5	5		1	8	129	
56	1	10	10	7	5	2	1		2	13		10	7	5	5	10	5				5	7	6	12	15	138
57	1	10	10	15	10	5	10	1		15		7	15	15	10	6				10	10	10	15	15	190	
63	2	3	3	1	5	5			15	3	2	10	9	1	8	4					10	10	12	15	118	
64		10	10	11	2	2		4		1	1	13	15	15	3	10	10	5			10	10	1	15	148	
66	1	10		12	1		1	3	2	1		11	4	2	9								1	1	59	
68	3	5	10	15	5	1	6	1	3	7	2	12	5	15	13	10			5	7	10	10	14	14	173	
69		5	10	15		5		1	2			15	4	15	10	6			5	10	10	10	15	15	153	
70	1	9	9	15	1	1		1		12	1	5	11	15	2	8	6	10	5	9	10	10	14	15	170	
73	1	10	10	15	1			1	2			10	1	15	9	5	10	5	10	10	10	10	15	15	155	
77	1			12				1		15		7	4	15			10		5	10	10		1	15	106	
80		1		12				4				14	2		4						2	1		1	41	
83	1	5	9	12	1			1		2		7	2		6		10				10	10	1		77	
84	2	10	10	11	4	5	10			15	15	1	13	6	15	15	10	10	5	9	10	10	15	15	216	
87	2	9	10	11	2	1		1		1		10	7	1	7	6					10		1		79	
91	1	3	1		2	1		1		1		14	9	13	7		10				10	10	12	15	110	
99	3	10		15	1							10	10	15	7				5	10	10	2	15		113	
101		1	2		1			2		1		10	2		7						7	1	1	1	36	
103	6	10	10	15	10	5	10	1		15	7	15	12	15	5	10	5	10	5	10	10	10	7	15	218	
104	2	6	10	15	3	5		1	3	1		15	2	15	10				5		10	9	15	15	142	
105	4	5	9	15	3	2	1			3	15	12	10		1	7	6	10	4	8	10	10	1	14	150	
107	1	10	10	12	2			1	2	15		6	2	15	3					10			15	15	119	
108	1	10	9	9	1							14	8	15	7				5	10	10	10	1	15	125	
109	1	10	9	5	1		1	1	2			14	8	15	5				5	10	10	10	1	15	123	
112		8	1		2			1				8		15	9				2				15	15	76	
115	2		1	15	1	1		1	2	1		13	7	15	3				1		9		15	15	102	
116		10	10	7	1	5		5		1	15	15	4	15	15	10	10				10		1	15	149	
119	1	4	9	11	1			2	1	1		14	13	15	1	10	7						1	1	92	
120				11	1	1		3	2		7	3	10		10						8	10	1		67	
121	5	10	10	11	2	5	10			1	15	9	12	15	15	10	10	10	5	10	9	10	15	15	229	
123	1		1	15	1			2			1	10	7	2	4	1				5	8		12	1	71	
124	1	10	10	15	5	5	10	1	15	15		13	11	15	15	10		10	5	10	10	10	15	15	226	
126	1	9	9	12	2	5		1		15	5	15	8	15	15	10	6		5	10	10	10	15	15	193	

THE ROUTE

Section 1

Characters and symbols on the route. Most of you went straight into the finish through the milestone rather than using the yellow/white loop. Route checks (15) at SW543¹/₂170ENE, WSW549³/₄168³/₄NNE, NW556¹/₄163NNW, SW539³/₄187N, N530³/₄192¹/₄W, E522¹/₄210SW, SW510¹/₂211¹/₄NW, SSE503³/₄223¹/₄WSW, NE496¹/₄210¹/₂SE, NW503³/₄185SW, NNE509¹/₄149¹/₂SE, SSE505³/₄120¹/₂WSW, SSE501³/₄128¹/₂NNE, ESE508¹/₄142³/₄N, S510145¹/₄(Finish)

Section 2

Straight line distances between T-junctions in kilometers. (Crows fly in straight lines). Route checks (10) at N573250SE, SE557³/₄268³/₄S, NW556257³/₄SSW, NNE552¹/₂224³/₄NW, NE536221¹/₄NW, SE524240ENE, SW549251¹/₂NW, SSE524³/₄276SSW, NNW509259¹/₄SSE, WSW537250¹/₂(Finish)

Section 3

Position of bridges within grid squares e.g. 590243¹/₄ shown as 0,3¹/₄. Route checks (10) at NNW585¹/₄245¹/₄SE, NNE584220³/₄SSW, ENE569183¹/₂WNW, SW559³/₄201SE, S566³/₄203³/₄NNW, ENE558³/₄221¹/₄WSW, SSW530¹/₄212¹/₄NW, NE516219³/₄NNW, SW514³/₄231¹/₂W, SW505¹/₂257¹/₂(Finish)

Section 4

Tracings, however, the finish is not the same Palmers Flat as the start but it was situated between the start and finish of section 6 and, we thought, wrongly, reasonably easy to spot. Most found the roads but not the finish hence went the wrong way round the route to incur large penalties. The Grid Squares shown were 5912, 6211, 6010, 6312, 6417, 6109, 6314 and 6213. Route checks (15) at SW598¹/₄125WNW, WSW607144S, N602¹/₂125S, NNW606100¹/₄W, S608¹/₄115¹/₂ENE, N612³/₄102¹/₄SW, SW619096³/₄WNW, NNW622³/₄109¹/₄SSE, SSE619¹/₄121¹/₂SW, NE623129¹/₂SE, WSW632120E, S623³/₄148¹/₂ESE, SW646³/₄163³/₄NNE, SSW644185N, S630¹/₄208¹/₄(Finish)

Section 5

Depart from the start ESE for the maximum crossings and do not forget foot bridges. Route checks (10) at 611¹/₄263¹/₄ESE, WSW627¹/₄255NE, SW639¹/₂269NE, N649³/₄265³/₄SE, NW657256NE, WNW669263S, ESE614¹/₄258¹/₂W, E608241³/₄N, NNE601¹/₄240³/₄N, SSW603¹/₂258³/₄NNE

Section 6

The number of pylons between crossings of ETL. Route checks (5) at WSW651¹/₂209¹/₂NE, NW659³/₄219¹/₄NNW, N653³/₄220¹/₂W, ENE631234SSW, WSW629212³/₄S

Section 7

Drawing the route through the maze revealed a herringbone. Route checks (10) at SW664³/₄125¹/₄NNE, NW672³/₄136¹/₂NE, SE671¹/₂146¹/₄NE, WNW693150³/₄NNE, SSW702159¹/₂NW, S682184³/₄E, WNW692¹/₄186¹/₄NE, SSE697199ENE, SSW707204¹/₄NE, SW707³/₄209(Finish)

Section 8

Current day names are Arlingham, Fretherne, Framilode, Longney, Haresfield, Standish, Moreton Valence and Wheatenhurst. Route checks (5) at SW742¹/₂099¹/₄SE, S764123E, NW793¹/₄124SE, NW813104SSW, SE773¹/₂083NW.

Section 9

Spot heights and grid lines with 1s and 7s missing. Route checks (15) at SSE725¹/₂217¹/₄ENE, NNE756212¹/₄WNW, NNE722193³/₄SSW, SW742¹/₄187¹/₂N, SW754¹/₄205³/₄SSE, W761¹/₂189¹/₄SSW, E737¹/₂172¹/₂WNW, NE726¹/₂139ESE, SE738143ENE, NNW751117¹/₄SW, SSW722¹/₄145¹/₄N, NNE712³/₄163³/₄SSW, SSE702¹/₄170³/₄NE, S709¹/₂193WNW, SSW705¹/₄198SE.

Section 10

The lines represent departures from Grid Squares. Route checks (15) at NW769³/₄232¹/₂N, W821¹/₂258NNW, N810¹/₂260WNW, NE785¹/₄247¹/₄N, N784268¹/₄NNW, ENE757263¹/₄NNW, SSW724³/₄278SE, N727259¹/₄WSW, SE715261WSW, SSE683262NE, E707273¹/₄WNW, NE671¹/₄259¹/₄SE, WSW687³/₄251³/₄SSE, NE671236S, WSW702³/₄232NW.

Section 11

Gradient arrows to be passed through on route. Route checks (15) at N834115WSW, NE813¹/₂100E, WSW836103¹/₄SSE, NNW850³/₄090¹/₂E, SW864090S, SW875088¹/₄SE, NW870095¹/₂SW, E855098NNW, NW866106¹/₄N, W871¹/₄108¹/₂E, NW889105³/₄NNW, SSE888122¹/₂NE, ESE882¹/₄124¹/₄NNW, SW882¹/₂131WSW, NW863¹/₄124¹/₂WNW.

Section 12

o is a roundabout, = a bridge (including footbridge). Lots of different routes were used as expected but only one was right. Route checks (15) at NNE883197¹/₄SSE, NNE871³/₄175¹/₂NW, SE851186NW, ENE834³/₄187³/₄SE, SE834188¹/₄N, NNE834¹/₂179SE, WNW848³/₄172SSE, NNW848164³/₄W, ENE833158³/₄N, SE826³/₄165¹/₄SSW, ENE823³/₄155¹/₄ESE, NW830¹/₄149³/₄NE, SE824³/₄145¹/₂SW, SW813¹/₂152N, NNE810¹/₂148¹/₂S.

Section 13

The squares containing the features were, in order, 5093, 5393, 5293, 5596, 4991, 5190, 5094, 5089, 5899, 5390, 5797, 5392, 5496 and 5093. Route checks (15) at NW507³/₄886¹/₄NNE, NNE510912¹/₄NW, S493¹/₄918E, SSW512¹/₄925³/₄NW, SW513¹/₂931¹/₂NW, E501³/₄942¹/₂NW, SW501³/₄954¹/₄SE, N522¹/₄934¹/₂ESE, WNW538¹/₂913¹/₂N, SW531³/₄933¹/₂NNW, SW538³/₄949NNE, S559¹/₂997¹/₂SE, SW583³/₄999¹/₂SE, NNE595¹/₂996¹/₄NW.

Section 14

Departure from Grid Squares. Route checks (15) at NW508¹/₂064¹/₄SE, NE507062SSE, WNW499¹/₂040¹/₄ESE, S512¹/₂059¹/₄ENE, WNW523066³/₄SSW, ENE521053³/₄SW, NW523¹/₂028¹/₂SE, WSW551¹/₄054¹/₄SSE, W558¹/₂039³/₄N, NE578045SE, NW593022¹/₄NE, SE592³/₄047³/₄NNE, E593¹/₂056W, S577¹/₂070NNW, NE564¹/₄066¹/₂(Finish).

Section 15

Move orthogonally means side to side or up and down not diagonally. The diagrams were obviously tulips the difficulty being introduced by not showing whites. The starting diagram was in row 3 column 3. Route checks (15) at S505³/₄981³/₄E, E504¹/₂984WNW, SSW500³/₄992N, ENE507³/₄004NNW, SSE499029¹/₂ESE, N504³/₄030SSE, SSW513021¹/₄NNE, S524020E, NNW530³/₄008¹/₄ESE, SW543¹/₄014N, SE542021¹/₂W, SSW538¹/₂033N, WNW545032NE, NW556¹/₄021¹/₂S, ENE543019¹/₄(Finish).

Section 16

The order of drawing the cards or the date make no difference to the result. Route checks (10) at SW664³/₄058³/₄S, ESE665¹/₂060³/₄NW, ESE655066SW, N642¹/₄041¹/₄SW, SE634036¹/₄WSW, NE628¹/₂029¹/₂NNW, WNW624³/₄029³/₄WSW, NE621¹/₂021¹/₂WNW, NE616³/₄018¹/₄NW, SSE606¹/₄027³/₄(Finish).

Section 17

Route checks (10) at NNE620¹/₂934SW, W622¹/₂922¹/₂ESE, WNW644³/₄912³/₄SSW, SW674³/₄915SSE, NW678891SW, ENE643885SSW, W635892¹/₂NE, E617¹/₂906¹/₄SW, WNW602¹/₄886³/₄E, WNW621891³/₄NNW.

Section 18

The numbers are the positions of the letters of the alphabet ie 12 = L, 20 = T etc hence 12 20 is LT (left at T junction). Easy? Route checks (10) at WSW678¹/₄982S, NE684¹/₄953¹/₂WNW, ENE671³/₄946SSE, NNE684¹/₄935SSW, WNW684³/₄921¹/₂S, SE678918¹/₂NE, SSW673922¹/₂NNE, SW682¹/₂932¹/₄W, ESE660³/₄937¹/₄N, SSE645¹/₄950¹/₄(Finish).

Section 19

The first letters of each word gave the direction at junctions eg Southampton is SO. Route checks (5) at NNE709¹/₄951¹/₂NW, S697¹/₄954¹/₄NW, SSW696964¹/₂SE, SSW712973³/₄NNW, SW704989SE.

Section 20

The colour of roads leaving Grid Squares. Route checks (10) at NE736973S, NE733965¹/₂SE, N740¹/₄957³/₄NE, SW748966¹/₂ESE, SSE747¹/₂977¹/₂NW, WNW749992¹/₂SE, SW751³/₄000¹/₂NW, NNE733¹/₂988¹/₄WSW, SE719¹/₂002ENE, SW741002(Finish).

Section 21

The points of the triangles coincided with brown roads crossing northings. Route checks (10) at NNE725888¹/₂SSW, SE714³/₄919ENE, SW741¹/₂929³/₄NNE, WNW755³/₄933¹/₄ESE, NE765¹/₂941SSW, S743¹/₂951SW, SE708³/₄943¹/₂SW, NNE703927¹/₄SE, NE713918³/₄WSW, NNE690880(Finish).

Section 22

Octal 31 does equal Decimal 25, which was the clue, but Halloween and Christmas were thrown in to confuse rather than help. Convert the numbers from octal to decimal to give spot heights on the route. Route checks (10) at ESE781012SSE, NE766³/₄999NW, ENE766992S, N762979E, W782981¹/₂SE, NNW799970N, NW797¹/₂003³/₄SE, W821³/₄983¹/₄WSW, NW810¹/₂962³/₄W, NE783960¹/₄NNW.

Section 23

Herringbone complicated by the crossroads, start not indicated and area of the map used. The finish is tricky owing to roads leading off the edge of the map. Route checks (15) at NNE874¹/₄054¹/₄SW, SW857³/₄051³/₄ENE, ENE856¹/₄056SSW, NNW856041¹/₂S, N863021³/₄W, ESE851³/₄041SE, NNW847¹/₂014¹/₂SE, S850¹/₂013¹/₄SE, NNW868³/₄007³/₄ESE, N856999³/₄NE, WNW864¹/₄994³/₄NE, SSW871³/₄006³/₄SE, S886¹/₂012W, E879³/₄018³/₄NNW, ESE867³/₄024³/₄(Finish).

Section 24

A code, TWENTYFOUR represented the numbers 1 to 9 and 0 respectively and gave you a number jumble. Route checks (15) at SSE823908¹/₂SSW, SSE808³/₄005¹/₂SW, ENE769897WNW, WSW777¹/₂916³/₄NE, NNW817917¹/₄SW, NW825911¹/₂SE, NW861906SE, SW874910³/₄S, NW869898³/₄SW, NNE856¹/₄897SSE, WSW874¹/₂888¹/₂NNW, SW885¹/₄910¹/₄NNW, SSE887¹/₂936NW, W881932S, NNW875911¹/₄ENE.

A total of 280 route checks were involved on the event.