

# The Pathfinder National Table Top Rally



**A Cheltenham Motor Club Promotion**

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## Pathfinder National Table Top Rally

1992

The end of what we intended to be the last Pathfinder is now upon us and we would like to thank all of you who entered not only this year but over the last dozen years or so. The final decision to retire has not yet been made as we have been encouraged by your entreaties to continue and one or two ideas are buzzing round in what passes for our minds so keep a look out we might be back.

Once again we were conscious throughout the preparation of the event that we had to produce a evenly balanced event. This we believe we have done, although by the return of maps it would appear to have been a little harder than last year. 86 maps were returned from an entry 144 and once again it is a very tight result involving us in splitting a fair number of ties including that for first place.

On behalf of our and the Championships Sponsor we would like to apologies to those of you who received their maps late, which was totally out of Rally Navigation Services control. It is worth noting that ordering your map as early as possible should avoid disappointment. As a result of this problem no competitors were penalised for late return of maps.

To the results, congratulations to Roger Lintott who takes first place on a furthest cleanest tie decider from Martin Rae, both of whom accumulated only four penalties. Robert Daines and Dave Collins take very credible third and fourth place respectively. Dave Saunders, a very late entry, showed what can be done by taking the Best Newcomer award, with a good 22nd place. Ties for all places have been decided as usual on the furthest cleanest principle. Only one club, CSMA, qualified for an award (even Cheltenham could not manage five entries) that going to P. Collins from East Anglia.

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 not only this year but all the preceeding years.

Pete & Phil

Posn.	Entry	No.	Name	Club	Tot	Award
1	13	R. Lintott			4	1st Overall
2	121	M. Rea			4	2nd
3	46	R. Daines	CSMA		8	3rd
4	26	D. Collins	Devizes & DMC		10	4th
5	97	D. Cuttler	Jaguar AMC		11	5th
6	29	H.R. Simpson	CSMA		13	6th
7	106	C. Hensman			15	7th
8	98	S. Martingale	Basingstoke MC		16	8th
9	92	M. Goddard	CSMA		16	9th
10	17	T. Manktelow	CSMA		18	10th
11	109	"Crow"	West Essex CC		18	
12	115	P. Collins	CSMA (East Anglia)		19	Best CSMA
13	104	A.S. Westerman	Otley MC		19	
14	81	G. White	Eastern Counties MC		19	
15	16	Dr. G. Goodlass			19	
16	127	A. Cartmell	Ricardo MC		19	
17	91	M. Lowe	Matlock MC		20	
18	61	K. Watkins	Forest of Dean MC		21	
19	83	S.A. Livesey	Marden MC		23	
20	105	Mrs M.E. Fielding			24	
21	22	Sylvia Huckle			25	
22	144	D. Saunders			25	Best Newcomer
23	8	M. Pinner	Eastern Counties MC		26	
24	90	P. Harbord	CSMA		27	
25	53	M.S. Price			28	
26	86	D. Clarke	CSMA		28	
27	99	G. Hayward	Basingstoke MC		28	
28	23	J. Perthen	Romford Enthusiasts		29	
29	45	D. Bell	Sporting CC Norfolk		29	
30	27	D. Heard	Tynemouth & DMC		30	
31	49	J. Boothe	Craven MC		31	
32	7	T. Kent-Phillips			31	
33	119	B. Stott	O61 MC		32	
34	76	P. Smith			32	
35	5	P.R. Lear	Hants & Berks MC		33	
36	4	I. Begley	CSMA		34	
37	44	H. Carr	Ilkley & DMC		34	
38	3	R. Sanders	CSMA		35	
39	130	D. Cherrill			36	
40	126	K. Mahood	Basingstoke MC		39	
41	40	A. Endersbee	CSMA		40	
42	48	R.J. Girvan	CSMA		42	
43	25	D.A. Ogden	O61 MC		43	
44	30	S.J. Curtis	CSMA		44	
45	6	Mrs C. White			44	
46	69	M.P. Shakespeare	CSMA (Ipswich)		45	
47	43	B. Muttram	Dolphin MC		46	
48	1	T. Hesp			46	
49	33	D. Lines	West Suffolk MC		46	
50	65	S. Lawrie			47	
51	28	J.H. Watson	CSMA		48	
52	112	D. Watts	Nat West Bank MC		48	
53	135	J.T. Travis	Darlington & DMC		50	
54	55	K. Norman	Oxford MC		51	
55	2	E. Hopes	Cheltenham MC		51	
56	59	Carol Moulton	IYC & CSMA		52	
57	63	K. Bowie	Bedford MC		52	
58	42	B. Dennison	CSMA		53	
59	34	D. Jackson			55	
60	122	Mrs. P. Smith			56	

Posn.	Entry			Tot
	No.	Name	Club	
61	78	J. Shelley	CSMA (NEL)	63
62	82	N. Nicolson	CSMA	74
63	110	J.P. Kitts		75
64	31	D. Kingsley		77
65	36	A. Williams	CSMA	78
66	11	D. Leavy	West Essex MC	81
67	56	D. Keetley	CSMA	91
68	60	M.J. Huxtable		93
69	74	D. Elliot	Alwoodley MC	96
70	118	P.J. King		100
71	39	C. Jackson		101
72	9	M. Wicks		103
73	62	M. Davenport		117
74	35	P.K. Toothill		122
75	142	J. Bennie	Central Scotland MC	123
76	124	T. Crowther	Bath MC	143
77	72	G.S. Boddington		145
78	116	A. Houlst	Rolls Royce MC	149
79	47	B.W. Tucker	CSMA	158
80	73	I.D. Coates		161
81	54	S.C. Austin		173
82	96	J. Vann		177
83	10	N.P. Wright		187
84	15	E.R. Turnbull		197
85	94	C. Thorley	Coalville CC	203
86	129	G. Ford	Cheltenham MC	218

Entry No.	Name	Club	Section																				Tot		
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		21	22
1	T. Hesp		4	2	1			2	1			5			2	10			5	9		5	46		
2	E. Hopes	Cheltenham MC	9	2	1			4	1	4	1	10			1	8			10				51		
3	R. Sanders	CSMA		1	1			2				4	5			6			9	7			35		
4	I. Begley	CSMA			1	1	2	1				1	5			3	1		8	8	3		34		
5	P.R. Lear	Hants & Berks MC	4								1	1	5					3	10	6	3		33		
6	Mrs C. White		5	1				3	1	4	1	5			1	7			7	9			44		
7	T. Kent-Phillips			1	2			1				5			3			10	3	3	3		31		
8	M. Pinner	Eastern Counties MC	4	1				1	2	1	2							9					26		
9	M. Wicks		4			2	10				10	2	1	10		5	15	15		25	4		103		
10	M.P. Wright		4	1	10			2	10	10	15	10	10	10	10	5	15	15	10	10	25	10	5	187	
11	D. Leavy	West Essex MC	9	1	1			1	1	1	4	1	10			1	7		10	25	4	5	81		
13	R. Lintott				1																3		4		
15	E.R. Turnbull		11	10	1	3	10		3	10	10	15	9	10	10	10	5	12	15	10	10	25	3	5	197
16	Dr. G. Goodlass			5								4					3			2		5		19	
17	T. Manktelow	CSMA						1				1	4			5	2			5				18	
22	Sylvia Huckle		4							1	4	5				3			8					25	
23	J. Perthen	Roaford Enthusiasts				2		1	2	1	4	1	5			3			7	3				29	
25	D.A. Ogden	061 MC	9	1				1	3			2	7			2	3		2	7	3	3		43	
26	D. Collins	Devizes & DMC	4														3				3			10	
27	D. Heard	Tynemouth & DMC	9	1				2	10							3			5					30	
28	J.H. Watson	CSMA	4	10	1				1	4	5					3			13	2	5			48	
29	H.R. Simpson	CSMA								1						5			7					13	
30	S.J. Curtis	CSMA			1	1	2	1			2	4	2	5		1	7			12	2	4		44	
31	D. Kingsley		9	1				2	7			1	10			4			10	25	3	5		77	
33	D. Lines	West Suffolk MC	9	10	1	1	10				4					2	9							46	
34	D. Jackson		4									5				1	5	15	1	10	8	3	3	55	
35	P.K. Toothill		10	10	2		2	2	10	1	14	10				5	4	4	6	10	25	2	5	122	
36	A. Williams	CSMA	1						8			10	10			3		3	10	25	3	5		78	
39	C. Jackson		9		1	1	1				6	10	5	10		1	5	15	10	25	2			101	
40	A. Endersbee	CSMA	11	1			2			3	1	5				3			7	3	4			40	
42	B. Dennison	CSMA	5	1	1						15	4				11			8	3	5			53	
43	B. Nuttram	Dolphin MC	1		1	1				4	1	5				5			7	18	3			46	
44	H. Carr	Ilkley & DMC	4	1			1			4						4			13	2	5			34	
45	D. Bell	Sporting CC Norfolk	9	1	2											3	9			1	3	1		29	
46	R. Daines	CSMA			1			1								3				3				8	
47	B.W. Tucker	CSMA	1	1	10	1		9	5	10	2	15	1	10	10	10	1	4	15	10	10	25	3	5	158
48	R.J. Girvan	CSMA				3	1	3		1	4					5			13	7	5			42	
49	J. Boothe	Craven MC			1			1	2	1	4						13			6	3			31	
53	M.S. Price							1								3			7	17				28	
54	S.C. Austin		9	1	10	1		10	10	10	15	10	10	10	10	2	15		10	10	25	10	5	173	
55	K. Norman	Oxford MC	4	1				3			15	5				6			6	8	3			51	
56	D. Keetley	CSMA			10	3	3	1	10		15	10				1	3		2	3	25			91	
59	Carol Moulton	IYC & CSMA	5	5	3	1				1		4				5	1		6	13	3	5		52	
60	M.J. Huxtable		4	2	1		3	10		9	1	9	6			9	14		10	7	3	5		93	
61	K. Watkins	Forest of Dean MC	9							1	1	4				4				2				21	
62	M. Davenport		4			1	2	3	10	2	4	1	10	10	10	15		10	10	25				117	
63	K. Bowie	Bedford MC	9	1	1		1	2	1							3			4	22	3	5		52	
65	S. Lawrie		5	6	4	1		1	7							3			6	12	2			47	
69	M.P. Shakespeare	CSMA (Ipswich)	9	2			1	2	1	1	3	5				12			2	2	5			45	
72	G.S. Boddington		4	10	10	2		1	6	7	2	15	10	5		1	5	15	10	10	25	2	5	145	
73	I.D. Coates		5	6	10	1	2	10	3	10	1	15	10	10	10	9	15		3	10	25	1	5	161	
74	D. Elliot	Alwoodley MC	9	10	1	4	10	4			2	5				3	15		25	3	5			96	
76	P. Smith		9		1		2					5				3			10	2				32	
78	J. Shelley	CSMA (NEL)	4	9	2	1	2	2		1	1	5				6			10	12	3	5		63	
81	G. White	Eastern Counties MC	4	1				1								3		1	4					19	
82	M. Nicolson	CSMA	4	5	1	1	2	1			4	5	10			3	15		10	10	3			74	
83	S.A. Livesey	Marden MC				1					1	5				3			9	3		1		23	
86	D. Clarke	CSMA	4		1			2		4	5					1			11					28	
90	P. Harbord	CSMA	4	1	1	2				1	6					3			9					27	
91	M. Lowe	Matlock MC			1	2													9	3	5			20	

Entry	Club	Section																						Tot	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		
92 M. Goddard	CSMA	4	1		1	2				4						3					1		16		
94 C. Thorley	Coalville CC	2	10	10	2	1	10	3		10	15	10	10	10	10	10	15	10	10	25	10	5	203		
96 J. Vann		4	10	10	1		1	6	10	1	15	10	10	10	8	2	12	15	10	10	25	2	5	177	
97 D. Cuttler	Jaguar AMC						1				1	5				2					2		11		
98 S. Martingale	Basingstoke MC				2	3	1									4					1		5	16	
99 G. Hayward	Basingstoke MC	4			2		1									1			2	1	12		5	28	
104 A.S. Westerman	Otley MC	3					1	2		2	2					3			3	1	2			19	
105 Mrs M.E. Fielding		4	1					2		4	1					3	1				8			24	
106 C. Hensman				1								1	5			5						3		15	
109 "Crow"	West Essex CC	8					1									3					6			18	
110 J.P. Kitts		9	8	1	1	1	2		2			5				4	1		10	23	3	5		75	
112 D. Watts	Nat West Bank MC	5	4	2							1					6	12		6	9	3			48	
115 P. Collins	CSMA (East Anglia)				1				2							3		6		7				19	
116 A. Houlst	Rolls Royce MC		10	1	5	10	2	10	5	8	1	10	10	10		4	15	10	10	25	3			149	
118 P.J. King		9		1	3	1	1		1		10	10			5	15	15	3	10	7	5	5		100	
119 B. Stolt	061 MC	4							1	2						12					8			5	32
121 M. Rea				1												3								4	
122 Mrs. P. Smith					13	1	2	2								4	3				20	8	3	56	
124 T. Crowther	Bath MC	4	10	10	2	3	10	4		2	15		9	10		12	15	1	2	25	4	5		143	
126 K. Mahood	Basingstoke MC	9		3		1	2	1	3							1	4				10			5	39
127 A. Cartmell	Ricardo MC	9	1			1					2										4	2		19	
129 G. Ford	Cheltenham MC	6	8	10	4	10	10	10	10		15	10	10	10	10	5	15	15	10	10	25	10	5	218	
130 D. Cherrill		5	1	1	2							5				8					8	3		36	
135 J.T. Travis	Darlington & DMC	5	2	1		1	2			6	5					3			10	10				5	50
142 J. Bennie	Central Scotland MC	9	10	1			4	10	2	15	1	10	10			3	15	10	10		5	3	5	123	
144 D. Saunders		5					2					4				5					9			25	

Number cleaning section

22 67 34 43 59 45 37 65 49 41 50 30 70 77 60 4 62 64 42 8 31 40

## THE ROUTE

The direction given after each map reference indicates the direction of travel through the route check. As detailed in the Final Instructions the route checks must be passed through in order. That is to say that having passed through a check visiting a previous one is incorrect. eg. if the checks are visited in the order 1 2 6 7 3 5 8 9 10 on a ten check section then penalties will be incurred for 3 4 and 5 (3 and 5 out of order and 4 missed).

### Section 1

A number of routes were possible for this section, the shortest being the one below. This was not our original route but one of yours, thus showing the advantage of having the maps returned for marking. The gradient arrows were in squares 1799(1), 1498(2), 1694(3), 1495(1), 1494(2), 1295(3), 1293(1), 1393(1), 1491(1), 1291(2), 1192(1), 1093(1), and 1397(2). Route checks (15) at 170990S, 159989<sup>2</sup>/<sub>4</sub>W, 148983S, 140984<sup>2</sup>/<sub>4</sub>W, 150963<sup>2</sup>/<sub>4</sub>E, 156<sup>2</sup>/<sub>4</sub>950NNW, 130949W, 123<sup>2</sup>/<sub>4</sub>950SSW, 120939<sup>2</sup>/<sub>2</sub>E, 140916NW, 114<sup>2</sup>/<sub>4</sub>920NNE, 110934<sup>2</sup>/<sub>4</sub>W, 106950N, 120964<sup>2</sup>/<sub>4</sub>E, 128980NW.

### Section 2

The directions omitted were W N N N E S E N W N N S S W N E E S E N E E S S N. Route checks (10) at 110987<sup>2</sup>/<sub>4</sub>ENE, 113<sup>2</sup>/<sub>4</sub>010S, 137000NE, 120028<sup>2</sup>/<sub>4</sub>W, 120<sup>2</sup>/<sub>2</sub>050SSW, 108<sup>2</sup>/<sub>4</sub>030NNW, 130058<sup>2</sup>/<sub>4</sub>E, 151040SSE, 170050<sup>2</sup>/<sub>4</sub>WSW, 170021<sup>2</sup>/<sub>4</sub>ESE.

### Section 3

Capital letters within grid squares visited on the route. The main error was going a long way round thus missing check 3 and some used GFM \* GFM rather than GF \* GFM as instructed. We do not believe that the road goes at 179<sup>2</sup>/<sub>4</sub>051<sup>2</sup>/<sub>4</sub>. Route checks (10) 174<sup>2</sup>/<sub>2</sub>060NE, 160060<sup>2</sup>/<sub>4</sub>SW, 167088NNE, 180088<sup>2</sup>/<sub>4</sub>E, 200077<sup>2</sup>/<sub>4</sub>E, 195<sup>2</sup>/<sub>2</sub>070NW, 180065<sup>2</sup>/<sub>4</sub>SSW180054<sup>2</sup>/<sub>2</sub>E, 184051SW, 184040S.

### Section 4

The crossings were at 260<sup>2</sup>/<sub>4</sub>960, 256960<sup>2</sup>/<sub>2</sub>, 250<sup>2</sup>/<sub>4</sub>963<sup>2</sup>/<sub>2</sub>, 240<sup>2</sup>/<sub>4</sub>970, 213<sup>2</sup>/<sub>2</sub>007<sup>2</sup>/<sub>2</sub>, 222<sup>2</sup>/<sub>4</sub>998<sup>2</sup>/<sub>4</sub>, 235<sup>2</sup>/<sub>2</sub>974<sup>2</sup>/<sub>4</sub>, 201<sup>2</sup>/<sub>4</sub>009<sup>2</sup>/<sub>2</sub>, 185012<sup>2</sup>/<sub>2</sub>, 180013<sup>2</sup>/<sub>4</sub> and 168<sup>2</sup>/<sub>2</sub>008<sup>2</sup>/<sub>4</sub>. The most common error was missing route check 7. Route checks (15) at 200027ESE, 230016<sup>2</sup>/<sub>4</sub>ENE, 265<sup>2</sup>/<sub>4</sub>970SSW, 256<sup>2</sup>/<sub>4</sub>960NNW, 249960SSW, 236<sup>2</sup>/<sub>2</sub>960N, 245<sup>2</sup>/<sub>4</sub>990N, 230002SW, 214000SSW, 231<sup>2</sup>/<sub>2</sub>9870SSE, 235<sup>2</sup>/<sub>2</sub>970SSE, 201<sup>2</sup>/<sub>4</sub>010N, 180014NW, 180004ENE, 193<sup>2</sup>/<sub>2</sub>990S.

### Section 5

The columns were in the order Straight On, Turn Right, Turn Left. Route checks (10) at 195958<sup>2</sup>/<sub>2</sub>W 180959<sup>2</sup>/<sub>4</sub>ESE, 200953E, 210960NW, 210965<sup>2</sup>/<sub>4</sub>E, 220953<sup>2</sup>/<sub>2</sub>SSE, 233950S, 230943WNW, 190925E, 200920<sup>2</sup>/<sub>4</sub>S.

## Section 6

GSSH meant Grid Square plus Spot Height passed through within the square. The spot heights were 175, 118 + 71, 83, 22, 31, 13, 5, 5, 7, 125, 133 + 133, 13, 81, 9. A common mistake was missing route check 5 as SH 13 in GS 2490 is not on the YYW junction. Route checks (10) at 220935NE, 237<sup>2</sup>/<sub>4</sub>920N, 241930NNW, 236897ENE, 245910SSE, 268<sup>2</sup>/<sub>4</sub>906<sup>2</sup>/<sub>2</sub>SSE, 270915<sup>2</sup>/<sub>4</sub>WSW, 290946<sup>2</sup>/<sub>4</sub>WNW, 270949NW, 280951<sup>2</sup>/<sub>2</sub>ENE.

## Section 7

No explanation required, however a number of you fell for the deliberate trap by going through the building at Park Farm (299<sup>2</sup>/<sub>4</sub>950<sup>2</sup>/<sub>4</sub>). Route checks (10) at 300973<sup>2</sup>/<sub>4</sub>ESE, 317965<sup>2</sup>/<sub>4</sub>WSW, 306950SSW, 297<sup>2</sup>/<sub>2</sub>920SSW, 315<sup>2</sup>/<sub>2</sub>913<sup>2</sup>/<sub>4</sub>N, 313<sup>2</sup>/<sub>2</sub>940NNW, 313<sup>2</sup>/<sub>2</sub>950NNE, 341<sup>2</sup>/<sub>2</sub>970NNE, 340984<sup>2</sup>/<sub>4</sub>SW, 298<sup>2</sup>/<sub>4</sub>984<sup>2</sup>/<sub>4</sub>SW.

## Section 8

The order of use of the five circular "Olympic" herringbones was given by their colour and was 3 4 2

1 5

Route checks (10) at 282<sup>2</sup>/<sub>2</sub>985<sup>2</sup>/<sub>4</sub>ENE, 270986<sup>2</sup>/<sub>2</sub>W, 265014<sup>2</sup>/<sub>2</sub>W, 260019<sup>2</sup>/<sub>2</sub>WNW, 242<sup>2</sup>/<sub>4</sub>036<sup>2</sup>/<sub>4</sub>ENE, 257<sup>2</sup>/<sub>4</sub>030S, 258<sup>2</sup>/<sub>4</sub>040ENE, 260055ENE, 270043<sup>2</sup>/<sub>4</sub>ENE, 277<sup>2</sup>/<sub>2</sub>068<sup>2</sup>/<sub>4</sub>NNW (PC A).

## Section 9

There was a slight printing error here. DIJ should have been under DEG and not offset but did not appear to cause any problem. Solving the sum gave A = 6, B = 7, C = 5, D = 3, E = 8, F = 0, G = 1, H = 9, I = 4, J = 2. The route was then found by passing through the numbers given by substitution of the letters for the numbers as above. Route checks (10) at 305<sup>2</sup>/<sub>4</sub>090ESE, 344<sup>2</sup>/<sub>4</sub>080S, 341070SSE, 340053<sup>2</sup>/<sub>2</sub>WSW, 322<sup>2</sup>/<sub>4</sub>070S, 312<sup>2</sup>/<sub>4</sub>050NW, 300<sup>2</sup>/<sub>4</sub>050WSW, 300<sup>2</sup>/<sub>4</sub>023S, 305<sup>2</sup>/<sub>4</sub>010N, 310042<sup>2</sup>/<sub>4</sub>ESE.

## Section 10

The dots, with the exception of PC B, indicated points at which the route was crossed by ETLs. There was two possible routes for this section. The shortest, and correct, one was obtained by not taking the dots in order but by going from the fifth along the bottom to the last and then working back. Route checks (15) at 370026<sup>2</sup>/<sub>4</sub>NE, 418<sup>2</sup>/<sub>2</sub>040SSE, 400036<sup>2</sup>/<sub>4</sub>WSW, 405<sup>2</sup>/<sub>4</sub>030ESE, 380<sup>2</sup>/<sub>2</sub>020NW, 360006<sup>2</sup>/<sub>4</sub>W, 360994<sup>2</sup>/<sub>2</sub>WSW, 360<sup>2</sup>/<sub>2</sub>980SSW, 376<sup>2</sup>/<sub>4</sub>970SE, 426<sup>2</sup>/<sub>4</sub>940NW, 420962<sup>2</sup>/<sub>4</sub>WNW, 415980S, 392<sup>2</sup>/<sub>4</sub>960NNW, 411990NNE, 414009<sup>2</sup>/<sub>4</sub>NE (PC B).

## Section 11

The solutions to the clues were all numbers which gave the spot heights on the route. The solutions were 9x9=81, 5x17=85, 23x9=207, 250-6=244, 6x11=66, 13x4=52, 100+39=139, 4x19=76, 5x7=35, 88, 65, 2x22=44, 92, 4+25, 24, 21, 78-20=58, 12. We believe 1 to be prime as by definition it is divisible by only itself and 1. The most commonly missed check was the first one. Route checks (10) at 479<sup>2</sup>/<sub>4</sub>020S, 470032ENE, 490011SE, 450997W, 464980NNW, 484986SSW, 490975<sup>2</sup>/<sub>4</sub>WNW, 483<sup>2</sup>/<sub>4</sub>950SSW, 460951WNW, 470935ESE.



## Section 12

We gave you a clue to this one with the word "mistake" (deliberately spelled this way). The first herring bone was normal with the lines off the backbone indicating roads to miss, whilst the second one the roads off indicated those to take with circles representing cross roads (take nothing ie. SO). Route checks (10) at 469130NW, 480147<sup>2</sup>/<sub>4</sub>NNW, 470147WSW, 467150WSW, 440153<sup>2</sup>/<sub>4</sub>ESE, 437<sup>2</sup>/<sub>2</sub>170NE, 431<sup>2</sup>/<sub>4</sub>190N, 420166<sup>2</sup>/<sub>4</sub>E, 396<sup>2</sup>/<sub>4</sub>160N, 392<sup>2</sup>/<sub>4</sub>173NW (PC C).

## Section 13

This decoded as 1=LT, 2=TL, 3=RT, 4=TR, 5=SO, A=FR, B=SOX, C=TRX, D=FL, E=TLX, and F=HL. Yes we missed the white loop in 3413 but since most of you cleaned the section it does not appear to have caused a problem. Route checks (10) at 360<sup>2</sup>/<sub>4</sub>160SE, 380152<sup>2</sup>/<sub>2</sub>ESE, 390146<sup>2</sup>/<sub>4</sub>SW, 397130S, 400122WNNW, 387<sup>2</sup>/<sub>4</sub>110N, 390126ENE, 350130W, 330153NNW, 310163<sup>2</sup>/<sub>2</sub>ESE.

## Section 14

No explanation is required. Route checks (10) at 321<sup>2</sup>/<sub>2</sub>173<sup>2</sup>/<sub>4</sub>ESE, 333<sup>2</sup>/<sub>4</sub>180NNE, 340186E, 340186<sup>2</sup>/<sub>2</sub>SSW, 334<sup>2</sup>/<sub>2</sub>186<sup>2</sup>/<sub>4</sub>ESE, 338<sup>2</sup>/<sub>2</sub>190SSE, 350187<sup>2</sup>/<sub>4</sub>ESE, 350187<sup>2</sup>/<sub>4</sub>ESE, 345<sup>2</sup>/<sub>4</sub>184SSW, 347181<sup>2</sup>/<sub>4</sub>N, 351190NNE.

## Section 15

Using Pythagoras' Theorem Geoff flew 4.675 Km due South before turning. Many of you managed to plot the passage control on the white immediately below Griffin Ho instead of the next white south. This may have been caused by solving the problem by measurement rather than calculation. Route checks (5) at 346<sup>2</sup>/<sub>2</sub>210NNE, 330212<sup>2</sup>/<sub>2</sub>W, 300208<sup>2</sup>/<sub>4</sub>NNW, 297<sup>2</sup>/<sub>2</sub>209<sup>2</sup>/<sub>2</sub>WSW (PC D), 300204E.

## Section 16

No explanation required but it was hard to locate all eight sets of arrows and spots. How did we expect you to depart East? It should have been SE but we have allowed any departure direction and have marked accordingly. The other problem seems to have been what constituted a "dot". To us MS, MP and SH are dots but not District Boundary or SH 305 in GS 2515 (a circle). A number of you used the B3170 through GS 2313 but this visited two dots; the correct route being via SH 184 in GS 2212. This section was the one which caused most trouble with only four clean sheets. Route checks (15) at 300177<sup>2</sup>/<sub>4</sub>SW or 291<sup>2</sup>/<sub>4</sub>180SSE, 300157<sup>2</sup>/<sub>4</sub>WSW or 270154SSE, 283<sup>2</sup>/<sub>2</sub>150S, 300131<sup>2</sup>/<sub>4</sub>E, 301<sup>2</sup>/<sub>2</sub>120SSW, 293<sup>2</sup>/<sub>4</sub>120SSW, 300112<sup>2</sup>/<sub>2</sub>SSW, 262110SW, 259<sup>2</sup>/<sub>4</sub>120NNE, 270124<sup>2</sup>/<sub>4</sub>NE, 244<sup>2</sup>/<sub>4</sub>130SW, 220120<sup>2</sup>/<sub>2</sub>NW, 240135<sup>2</sup>/<sub>2</sub>NE, 240149<sup>2</sup>/<sub>4</sub>W, 230144<sup>2</sup>/<sub>4</sub>NNW.

## Section 17

The numbers converted to letters ie. 1=A, 2=B etc. The large numbers represented capital letters and the small numbers lower case letters. The route then passed through the letters. The only query was should we have specified "e" in GS 2114, but since it was clear what was intended most of you cleaned the section. Route checks (15) at 215<sup>2</sup>/<sub>4</sub>170WNNW, 210166<sup>2</sup>/<sub>2</sub>W, 190160SSW, 210152E, 210146<sup>2</sup>/<sub>4</sub>WSW, 197<sup>2</sup>/<sub>4</sub>134<sup>2</sup>/<sub>2</sub>WSW, 182140WSW, 192130NE, 202<sup>2</sup>/<sub>2</sub>120S, 180114<sup>2</sup>/<sub>4</sub>NNW, 150138<sup>2</sup>/<sub>4</sub>E, 187<sup>2</sup>/<sub>4</sub>170WNNW, 150144<sup>2</sup>/<sub>4</sub>SW, 133144<sup>2</sup>/<sub>4</sub>N, 142<sup>2</sup>/<sub>4</sub>150NNE.

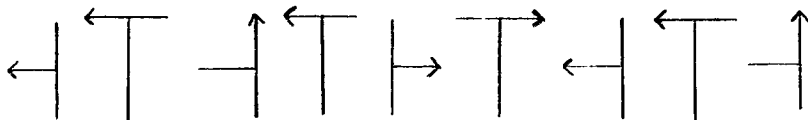
## Section 18

This was simply overs, unders, ups or downs the feature being given by the lefthand column. They were in vertical order M = Motorway, R = Railway, Y = Yellow, R = Red, E = ETL, R = River and G = Gradient arrow. Route checks (10) at 140191SSW, 131180S, 112<sup>1</sup>/<sub>4</sub>180NW, 106<sup>1</sup>/<sub>4</sub>193W, 110210WNNW, 130208<sup>1</sup>/<sub>4</sub>WNNW, 130202NE, 136<sup>1</sup>/<sub>4</sub>230WNNW, 120242<sup>1</sup>/<sub>4</sub>WNNW, 104<sup>2</sup>/<sub>4</sub>250NW.

## Section 19

This was three rows of schematic tulips arranged so that they touched.

eg



Route checks (10) at 121<sup>2</sup>/<sub>4</sub>258<sup>1</sup>/<sub>4</sub>NNE, 106<sup>2</sup>/<sub>4</sub>272<sup>1</sup>/<sub>4</sub>WNNW, 104<sup>2</sup>/<sub>4</sub>272<sup>1</sup>/<sub>2</sub>WNNW, 103<sup>2</sup>/<sub>4</sub>274<sup>2</sup>/<sub>4</sub>NW, 112<sup>1</sup>/<sub>4</sub>280NNE, 120279<sup>2</sup>/<sub>4</sub>NE, 125<sup>1</sup>/<sub>2</sub>283<sup>2</sup>/<sub>2</sub>ESE, 130<sup>1</sup>/<sub>4</sub>280S, 130267<sup>1</sup>/<sub>4</sub>ESE, 140260<sup>2</sup>/<sub>4</sub>ESE.

## Section 20

The first square containing a PH was 1624. Adding or subtracting the numbers given indicated the next square on the route, not forgetting the need to visit roundabouts as often as possible. A vast number of routes for this section, as expected, but most contained fundamental errors viz:

- i) not visiting the roundabout in GS1520
- ii) Failing to maximise the visits to roundabouts in Taunton
- iii) not visiting the PHs in the correct order
- iv) not visiting every PH

A number fell foul of visiting earlier route checks having passed through a later one (usually the 13th). Route checks (25) at 165<sup>1</sup>/<sub>4</sub>240SSE, 160213<sup>1</sup>/<sub>4</sub>WSW, 170200<sup>2</sup>/<sub>2</sub>E(L/H lane), 255246<sup>1</sup>/<sub>2</sub>NE, 250257NNE, 260266<sup>2</sup>/<sub>4</sub>NW, 240261WSW, 232<sup>2</sup>/<sub>2</sub>260NNE, 236<sup>1</sup>/<sub>2</sub>255<sup>1</sup>/<sub>2</sub>S, 230<sup>1</sup>/<sub>4</sub>250SSE, 236<sup>1</sup>/<sub>4</sub>259<sup>1</sup>/<sub>4</sub>SSE, 240254NE, 170193<sup>1</sup>/<sub>2</sub>ESE, 220192<sup>2</sup>/<sub>4</sub>NE, 244<sup>2</sup>/<sub>4</sub>210NE, 275<sup>1</sup>/<sub>4</sub>210NNE, 210243<sup>1</sup>/<sub>4</sub>WSW, 208250NNE, 1260SSW, 171<sup>1</sup>/<sub>2</sub>270N, 193<sup>1</sup>/<sub>2</sub>280NE, 220291<sup>2</sup>/<sub>4</sub>SE, 250287<sup>2</sup>/<sub>4</sub>E, 270<sup>1</sup>/<sub>2</sub>290N, 276<sup>1</sup>/<sub>2</sub>281<sup>1</sup>/<sub>2</sub>S.

## Section 21

All the numbers in words, eg four, when placed in order gave the map reference of PC E, 431245. This was an idea used on the very first Pathfinder. Passing through PC E but marking it elsewhere has been penalised. Route checks (10) 330284ESE, 350283NE, 360<sup>1</sup>/<sub>2</sub>290NE, 381<sup>2</sup>/<sub>4</sub>270SSW, 390258ESE, 400267<sup>1</sup>/<sub>4</sub>ESE, 420284<sup>1</sup>/<sub>4</sub>ESE, 426<sup>2</sup>/<sub>4</sub>280S, 431245 (PC E) 2 penalties.

## Section 22

The first man left Taunton Deane Services, grid square 1920 and headed due east (3 o'clock on the clockface). The second man left the other M5 Service area - on the key of the map - in the direction of 7 o'clock on the clockface. Drawing two lines to represent the paths of the two men would intersect at 480203<sup>3</sup>/<sub>4</sub>. Passing through the final control but finishing elsewhere has been penalised. Route checks (5) at 428<sup>2</sup>/<sub>4</sub>210SSE, 440201<sup>3</sup>/<sub>4</sub>, 480203<sup>3</sup>/<sub>4</sub> (3 penalties).

A total of 250 route checks were involved on the event.

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