



## INTRODUCTION

Welcome to the second Rally Round National Table Top Rally.

By popular request this year's event is being run on a conventional O.S. map rather than the Rally Round map and no knowledge of the game will be required. It will therefore present challenges similar to other well known events, but a number of novel features will be used.

There will be 40 sections of route. This is to allow a greater variety of navigational problem solving, starting from very easy sections and getting harder the further you get. Overall, the percentage completion should increase, thus encouraging greater stamina and return rate. A few sections will be "timed".

To ensure consistent marking and rapid publication of results, penalties will be applied only for missing strategically placed Passage Checks on the master route; this will obviate the need to be subjective about how much of the route you got wrong.

We have also applied for this event to be a round of the National Table Top series for the 1988/89 season.

The only similarity to last year is a quality awards list and excellent paperwork.

### PROMOTERS

West Essex Car Club Limited, with sponsorship by Saracad Marketing Limited - the authors of Rally Round.

### JURISDICTION

The event is covered by these regulations and final instructions issued to competitors.

### ELIGIBILITY

The event is open to all motor sport enthusiasts.

### EQUIPMENT NEEDED

O.S 1:50000 map 132 edition A=\*\*, plus the usual navigational and plotting aids.

### OFFICIALS

Event Secretary - Ray Crowther, 48 Collingwood Road, Witham, Essex, CM8 2DZ. Tel: 0376-519413.

Independent Steward - T.B.A. (To be used should adjudication be required in marking the maps)

### CLASSES

#### *Masters*

Individuals who have won an award on a previous National Table Top rally and/or have entered at least three other National Table Top rallies.

#### *Novices*

Individuals who are competing on their first National Table Top Rally.

#### *Experts*

Individuals not classed as Masters or Novices.

### EVENT TIMETABLE

*Wednesday April 27th, 1988*

Last date for receipt of entries.

*Thursday April 28th, 1988*

Final Instructions and route cards sent to all competitors.

*Saturday May 28th, 1988*

Marked maps should arrive no later than Wednesday June 1st, 1988 bearing a post mark of May 28th, 1988 or earlier. Envelopes should be stamped or Post Office franked i.e. avoid using commercial meter machines.

*mid June, 1988*

Detailed results, route card solutions, maps and awards (as appropriate) sent to all competitors.

**PENALTIES**

For each Time Control incorrectly recorded ..... 1mark  
For each Passage Checked missed (including wrong approach and departure) ..... 1 mark  
On each "timed" section, per "second" deviation from the correct answer..... 1/60th mark.  
Overall classification will be in order of fewest penalties. Ties will be decided in favour of competitors who have completed the greater portions of sections from the start with the lesser penalty.

**AWARDS**

1st Overall ..... £30 plus Rally Round Cup\* and engraved replica  
2nd Overall ..... £20 plus engraved award  
3rd Overall ..... £10 plus engraved award

Additional engraved awards for overall positions at the rate of one for every 20 entries over 100.

1st Master ..... £20 plus engraved award  
1st Expert ..... £20 plus engraved award  
1st Novice..... £20 plus engraved award

Additional engraved awards for class positions at the rate of one for every 10 entries over 40 per class.

Best Club - To the first three individuals from the same nominated club (branches of national clubs count as separate clubs) with the lowest aggregate penalty - engraved awards.

No competitor may win more than one award other than a club award.

\* To be held for 11 months and then returned to the organisers.

**Entry Form**

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_ Tel No \_\_\_\_\_

Nominated Car Club \_\_\_\_\_ Class \_\_\_\_\_

Please find enclosed a cheque for £\_\_\_\_\_ payable to Saracad Marketing Ltd in respect of the following:

Rally Round Table Top Entry \_\_\_\_\_ £ 4.00

Rally Round Game Special Offer \_\_\_\_\_ £ 8.75 (optional)

Please send your entry form and cheque to:

Ray Crowther, RRTT, 48 Collingwood Road, Witham, Essex, CM8 2DZ.

**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND**  
**National Table Top Rally**  
**May 1988**

**Entry List**

**Masters**

M1	Richard Strawson	West Essex CC
M2	Mrs T M Dennison	Hampton & DMC
M3	Kevin Watkins	Forest of Dean
M4	Geoff White	ECMC
M5	M J Kent	Ripon MSC
M6	M R Horton	Barclays Bank
M7	Rolf Parrish	-
M8	Pete James	-
M9	Paul Burns	Shipley & DMC
M10	C Vine	CSMA(London NE)
M11	Henry Carr	Ilkley
M12	D Keetley	CSMA
M13	Dave Bell	SCCON
M14	Mark Goodman	Bedford CC
M15	Sylvia Huckle	-
M16	Tim Vassie	NatWest MC
M17	Rolf Parrish	-
M18	Jean Tyson	White Horse MC
M19	Bridget Lewis	Oxford
M20	Paul Brooks-Johnson	Sevenoaks & DMC
M21	E R Turnbull	-
M22	Peter R Compton	-
M23	Dave Owen	NWBMC (T Valley)
M24	Dave Cherrill	-
M25	Tim Kent-Phillips	-
M26	Richard Norbury	Alwoodley MC
M27	John Boothe	Craven MC
M28	Robert Jones	CSMA(Ipswich)
M29	John Allcorn	-
M30	Paul Lewis	Pegasus
M31	Paul Megretton	Yorkshire Bank
M32	Malcolm Price	-
M33	Peter Claughton	-
M34	Philip Robbins	Cheltenham MC
M35	Brenda Ward	-
M36	Mick Wicks	S Hams
M37	Anthony Mason	-
M38	Chris Blanksby	Yorkshire Bank MC
M39	Patrick Byrne	Bognor Regis MC
M40	Doug Heard	Tynemouth & DMC
M41	Trevor Crowe	-
M42	Rob Searby	NatWest Bank MC
M43	Tim Hare	Stort Valley AC
M44	E M Lowe	Matlock
M45	Philip Senior	Morecombe CC
M46	Tim Gluyas	Ludlow Castle
M47	Alan Kemp	Peterborough
M48	Mark Philpot	-
M49	Dave Cuttler	Jaguar App. MC
M50	John Carroll	-

**Experts**

E1	Robin Hernaman	West Essex CC
E2	P R Lear	CSMA
E3	Stephen Reed	HWDMC
E4	Simon Howden	-
E5	P Gosden	-
E6	Geoff Maine	Redditch & DCC
E7	Carol Moulton	CSMA(London NW)
E8	Graham Ford	Cheltenham MC
E9	Martin Hughes	-
E10	Paul Hernaman	West Essex CC
E11	Robert Muttram	Dolphin MC
E12	H R Simpson	CSMA
E13	Mike Hall	Dolphin MC
E14	Andrew Markham	-
E15	Barry Elliott	Bury AC
E16	Jon Baker	-
E17	J M Foster	Northallerton
E18	S Hampshire	Bedford

**Novices**

N1	Julian Ellis	CSMA(Ipswich)
N2	D Pickin	-
N3	Stephen Roberts	-
N4	B W Tucker	-
N5	Plug Pulleyn	Selby
N6	Dave Quinton	CSMA
N7	David Pulleyn	Selby
N8	Catherine Beattie	-
N9	J Brook	Leeds
N10	David Rogers	-
N11	Barry Sidaway	Aylesbury MC
N12	Heather Dawson	Clitheroe
N13	Mike Piggott	CSMA
N14	Sandra Peacock	Peterborough MC
N15	Michael Mills	Clitheroe
N16	Clive Starkie	Clitheroe

as at April 27th, 1988

**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND**  
**National Table Top Rally**  
**May 1988**

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**FINAL INSTRUCTIONS**

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Thank you for your entry. Your competition number is shown on the attached entry list.

I do hope you enjoy your "punishment" over the next month. You will encounter many novel, thought provoking ideas, on the route cards, which should leave you with a warm feeling about this new event in the table top series. Tell your non-entered colleagues what they are missing, particularly as next year's event has been confirmed as a round of the 1988/89 National Championship. (Regulations for this will be sent to you in July). Now down to business.

*Note the following points:*

- The route is to be plotted on O.S. Map 132 edition A = \*\*.
- There are 40 competitive sections and no link sections. The end of one section is automatically the start of the next section. Each section runs from one Time Control (TC) to the next.
- Against the title of each section is a number in parentheses. This represents the undisclosed number of Passage Checks(PCs) in the section. The number of PCs are varied depending upon length of route and complexity of route card. Thus if you miss a section you will be penalised by the number of PCs.
- Unless otherwise stated the plots are in order.
- Unless otherwise stated the shortest route consistent with the information given should always be used.
- Dual carriageways as shown on the map are regarded as two separate roads.
- No junction or part of the route may be used more than once.
- The route is confined to all roads defined under "roads and paths" on the map key. Paths are to be ignored. Reference to white roads ignores any coloured overprint such as red bridleways, green woods etc. They are still white.
- All 'no through roads' shall be ignored. Roads disappearing under bridges, words or symbols and reappearing on the other side are through roads. Gates may be passed through. All roads leading to the edge of the map are 'no through roads'.
- Road colours may be referred to as Red, Brown, Yellow and White.
- Where a triangulation pillar or other symbol, letter or figure touches the road it will be regarded as being on the road.
- Spot heights are defined as being on the road where the actual 'spot' is on or touches the road.
- Where reference is made to bridges they are only counted where a bridge symbol is specifically shown.
- All compass directions are based upon grid north unless otherwise stated.
- Where applicable, measurements are to be made from the centre of the road.
- Where parts of a route are difficult to mark provide additional narrative alongside or draw your own enlargement of the roads.
- The organisers reserve the right to declare any section, or part thereof, void should ambiguity arise which cannot be readily resolved. Chris Towers will act as independent steward.
- ONLY call Ray Crowther on 0376-519413 if there is any administrative matter which you cannot resolve. Questions relating to the route will be answered with "No Comment".
- Send your marked maps to Ray Crowther, RRTT, 48 Collingwood Road, Witham, Essex, CM8 2DZ. Make sure your name, competition number and address are shown along the top margin of your map, and your competition number is on the top left of your envelope. Marked maps should arrive no later than Wednesday June 1st, 1988 bearing a post mark of May 28th, 1988 or earlier. Envelopes should be stamped or Post Office franked i.e. avoid using commercial meter machines. Please feel free to make comments regarding the event, good or bad, on the back of your map. We reserve the right to publish your comments in full, so please keep them clean.
- A team of markers and checkers have been booked for the weekend that the event finishes, so we are confident we can post the results within two weeks thereafter.

Good Plotting, hear from you at the end of May,

"Crow"

**West Essex Car Club Limited**  
**Rally Round**  
**National Table Top Rally**  
**May 1988**

**ROUTE CARDS**

**BLACK SPOTS**

8000 1118 (100m radius)    8110 1890 (200m radius)    7780 1600 (200m radius)    9330 4250 (200m radius)  
 9171 4345 (100m radius)    9050 4361 (100m radius)    7442    6740 (S Half)

**A TOUCHING START (4)**

TC1 @ 7218 1000NNE

Cross or touch the following only in order 7373731173117272111273117475117575761111 to

TC2 @ S7660 1168ESE.

**SPOTS A MISTAKE (24)**

Travel as far as you can without passing through any spot heights, triangulation points or using 'A' or 'B' roads to TC3 @ W8180 1142N.

**SIMULTANEOUS AGGRAVATION (6)**

H	U	N	G	R	Y	M	O	A	T	=	
1	1	1	1	1	1	1	1	1	1	=	45
1	2	3	4	5	6	7	8	9	0	=	182
0	9	8	7	6	5	4	3	2	1	=	143
1	2	1	2	1	2	1	2	1	2	=	66
1	2	3	4	5	1	2	3	4	5	=	132
2	4	6	8	0	1	3	5	7	9	=	236
1	3	5	7	9	2	4	6	8	0	=	157
1	2	3	1	2	3	1	2	3	1	=	86
3	6	9	2	5	8	1	4	7	0	=	196
0	1	2	3	4	5	6	7	8	9	=	227

Proceed via the following in order:

HUNGRY HMUGRN HYHGRH HOOGUO HNYGMY HNAGUA HHNGRT HTRGUR TRYGGH TUYGRU  
 to TC4 @ SW9100 1247NE.

**SQUARE UP TO IT (11)**

On the basis that 60 is coded as 60, 40 is coded as 60, 72 is coded as 18 etc., and it only works for numbers from 32 to 99, go via the following codes only

13 32 22 09 04 20 36 91 09 04 40 02 36 70 15 40 62 24 09 76 to TC5 @ S9867 1488WSW

**BROWNE OFF (6)**

All Eastings are out-of-bounds. Use minimum 'B' roads possible to TC6 @ SW9890 3000NE.

**POLAR CO-ORDINATES (13)**

Using 600100 as the base travel via the following points in order coded as degrees(kilometres)

27.740184(43.612499)	30.941979(45.121281)	30.910399(46.038815)	32.152295(45.474059)
32.875008(46.793696)	33.915640(45.790856)	34.890702(46.327638)	35.006788(47.675203)
36.358559(47.061874)	38.077441(48.400749)	37.568592(48.383597)	38.668585(50.975116)
38.907228(50.632006)	39.879065(49.908817)	41.337415(49.811344)	to TC7 @ ENE9670 4360WSW.

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**ROUTE CARDS**

**A LOAD OF BALLS (22)**

I really impressed my friends at a snooker match with a break of 15 reds and 15 colours. As you know in snooker this requires a ball contact sequence of WHITE RED WHITE COLOUR WHITE RED WHITE COLOUR etc... But like O.S. maps I was limited to the colours; I scored on only two different ones in fact; the higher scoring ball being potted as my 3rd, 8th, 9th and 10th colour. My total break score was 53 and I took every opportunity as it arose for a scoring shot. Best of all it gave me inspiration for a new route card to take you to TC8 @ N6834 3476S.

**PINCH AN INCH (5)**

Inch your way round the following only in order

512 276 433 2165 1890 1378 1654 2244 1890 2205 748 to TC9 @ WNW7048 3672ESE.

**NEWS TO MAKE YOU CROSS (6)**

Proceed by the following only in order E S N N N S E S N E W S E E N W N S W N N W N W N E E S S E N to TC10 @ S7327 4061E.

**NORFOLK HILLS? (6)**

Proceed by the following only in order 30 30 30 40 50 50 40 40 50 50 40 30 30 40 40 30 30 30 30 40 50 50 50 60 60 50 50 60 70 70 70 70 60 50 50 50 50 50 40 40 50 to TC11 @ W7728 4238S.

**FIVE MINUTES (4)**

Pass through the following junctions only in order, all metrically measured from a "positive" point  
6.20 5.75 4.40 3.15 2.00 1.70 1.80 1.30 0.85 1.90 2.15 3.05 4.35 4.90 5.45 to TC12 @ W8140 4145E.

**PURPLE LESS RED (7)**

Pass through the following only in order 183376533331382+ to TC13 @ S7880 3050SW.

**SIX OF THE BEST (6)**

Without going further North or East of TC13, you may only use White and Yellow roads, each of which you use on 6 separate occasions to TC14 @ SE7502 2890NW.

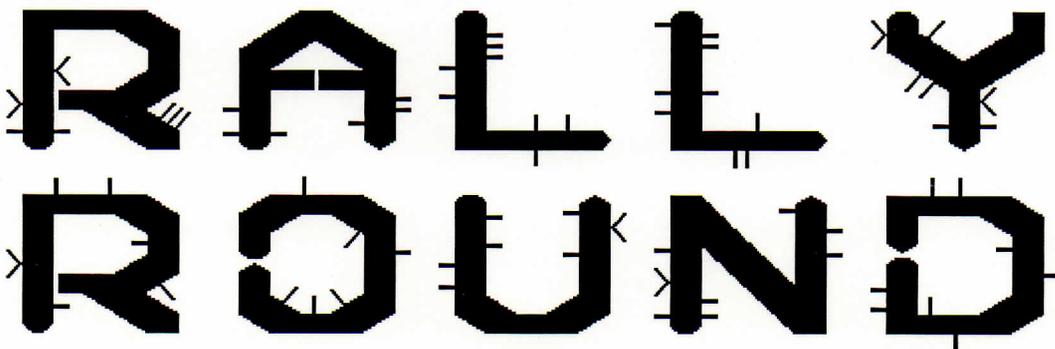
**EASY AS ABCDEF (10)**

Pass as close as possible to the following things in the order given to TC15 @ W7223 3247NE.

D C B A C D E F F C F F D C F C B F

where A = 052 2625 B = 0525 265 C = 052 2825 D = 01875 233 E = 0335 222 F = 04525 356

**RALLY ROUND (15)**



to TC16 @ NE6858 2965NNW.

West Essex Car Club Limited  
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**ROUTE CARDS**

**LANGUAGE LESSON (8)**

Ve haf vays ov making you pass through the following points in order  
SAEDNE SSNDNF S V SFDZSF SSSZAZ SADZAZ SAFZSN V ZS SFVZFS EZ F V SEFZFD  
SZDZDA to TC17 @NNW6230 2175SSW

**KINGS LYNN (10)**

I live at TC17 and work at TC18. On average it takes me 20 minutes in the morning to get to work. The other day I had to choose a different route from normal because of road works. Strangely the route I was forced to take crossed as many grid lines as possible in the area bounded by Eastings 60 and 64, and Northings 22 and 17. Even stranger was the fact that the sum of the values of the grid lines crossed equalled in seconds the time it took for the journey. If the normal 20 minutes was my "target time", how late was I getting to work?  
(You need not mark the route on the map, just write the lateness in minutes and seconds next to TC18. You will be penalised 1/60th mark for every second in error - Maximum penalty 10 marks).  
TC18 @ N6142 1700S.

**UNMARRIED ELEVATIONS (6)**

via the following only in order 2 2 2 8 9 8 5 3 4 9 2 6 to TC19 @ SSE6357 1400N.

**SOME SUMS (7)**

via the following only in order 9 15 9 9 16 9 16 16 10 11 17 17 12 16 15 15 13 15 14 15 15  
15 15 16 to TC20 @ N6986 1613S.

**ROMAN AROUND (7)**

via the following in order VIIIVVIVIV VIIIXIIIVI VIIIVIIIIIX VIIIIIXIIIV  
VIIIVVIIIIIV VIIIVVIIIIVII VIIIVVIIIIIVI to TC21 @ E7197 1935W.

**DEAD BRANCH (6)**

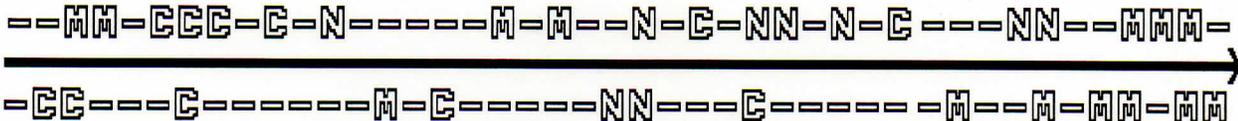
Cross the path of the Roydon to Kings Lynn dismantled railway at every opportunity between 649187 to 699230 on the way to TC22 @ ESE6629 2214NNE.

**NOT ALRIGHT (3)**

Ignore RLLRRL&LLLLRLLLR&RRL to TC23 @ W7132 2272E.

**THE GRASS IS ALWAYS GREENER (6)**

Proceed by the following only in order



to TC24 @ NNW7402 1953ENE.

**CROSS PLOTS (10)**

Pass through the following crossroads only in order. Each is defined by the straight line distance in kilometres from the bottom left of the kilometre square in which they are situated.  
0.97 1.01 0.12 0.50 0.74 1.08 0.50 0.67 1.17 0.37 0.92 0.94 0.68 0.41 1.00 0.50 1.20 0.87 0.13  
0.14 0.48 to TC25 @ N8331 1965SE.



**West Essex Car Club Limited  
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**ROUTE CARDS**

**FILL IN THE GAPS (9)**

Proceed via the following points

1 4 9 16 25 36 \_

400855 512704 624653 736502 848451 \_\_\_\_\_

J F M A M J J \_

U D T Q C S S \_ (French connection!)

\_ S D F G H J K L (Typeical clue!)

Y R Y W Y R \_ Y R W

((96241107) x (85294394)x(68643088)) + (87192143) + (93642140) = \_\_\_\_

R / \_ /

L L R / \_ \_ \_ /

L R / \_ \_ / \_ \_ / \_ \_ /

to TC37 @ NNW9778 2398SSE.

**FIVES MISSING (9)**

Proceed via the following only in order 4879978791317339499 to TC38 @ NW8636 2646E.

**ALONG THE CORRIDOR AND UP THE STAIRS (10)**

Cross the following only in order

N E E N N E E N E N E N N N E E E N N N E N E N E N E E N  
E E N N N N E N N N to TC39 @ NNW9312 1878ENE.

**PLOTTING PRACTICE (26)**

Do not pass through the following map references on the way to TC40 @ E8617 2482W.

- 96191704! 96841781 93201839 95911860 84401770 90851912 97501459 87082420 97201740
- 89002032 86801430 96301665 93801976 96701504 83401352 96401800 91702314 97551700
- 90721581 89791527 88312390! 85601678 91801707 95801842 87001385 89641704 89332131!
- 98231680 97911668! 98251575 89951279 88371624 89502060 98101790 91901954 86631522!
- 90641492 85731480 97321612 88502414 91351478 90701659 97751849 96721748 95381900
- 83731654 84301668 88401422 89181651 88811722 97101883 96401725 95001934 85301500
- 89302104 96401760 94382039 90921610 95121757 91601586 89952400 96701830 97601610
- 95142091 96551640 86001343 86571742 88801571 88701774 90501868 90202275 95781889
- 95401712 91101537 95551937 98301640 89801368 93311677 83121537 95502027 97041530
- 96801860 88641763 90502082 94682028 89702300 94121691 98201759 96901730 95281642
- 88671800 89701614 89181521 89202121 94361753 95701815 96721665 97601600 93221731!!
- 95981708 83801338 85901770 91201941 96481630 87331489 93201762 90911570 90511333
- 86571490 90581508 88001575 90161555 97291714 85701587 97501892 91021812 90001415
- 97301562 89002050 87862370 93151642 89102390 84141674 91221529! 84001708 94932000

! be accurate !! be very accurate

**FINAL FLING (8)**

Proceed via the following only in order

8685724825258551248124858485239324858524248460245584902482258491250825846124828448246684422490  
2584432525 to TC41 @ 84382533.

**West Essex Car Club Limited**  
**RALLY ROUND**  
**National Table Top Rally 1988**  
**Passage Check Work Sheet**

**Competitor No.**

1A	4K	8E	15A	21A	28A	32E	39A
1B			15B	21B	28B		39B
1C	5A	9A	15C	21C	28C	33A	39C
1D	5B	9B	15D	21D	28D	33B	39D
	5C	9C	15E	21E	28E	33C	39E
2A	5D	9D	15F	21F	28F	33D	39F
2B	5E	9E	15G		28G	33E	39G
2C	5F	9F	15H	22A	28H		39H
2D			15I	22B	28I	34A	39I
2E	6B	10A	15J	22C	28J	34B	39J
2F	6C	10B	15K		28K	34C	39K
2G	6D	10C	15L	23A	28L	34D	39L
2H	6E	10D	15M	23B	28M	34E	39M
2I	6F	10E	15N	23C	28N		39N
2J	6G	10F	15O	23D	28O	35A	39O
2K	6H			23E	28P	35B	39P
2L	6I	11A	16A	23F	28Q		39Q
2M	6J	11B	16B			36A	39R
2N	6K	11C	16C	24A	29A	36B	39S
2O	6L	11D	16D	24B	29B	36C	39T
2P	6M		16E	24C	29C	36D	39U
2Q		12A	16F	24D	29D	36E	39V
2R	7A	12B	16G	24E	29E	36F	39W
2S	7B	12C	16H	24F	29F	36G	39X
2T	7C	12D		24G		36H	39Y
2U	7D	12E	18A	24H	30A	36I	39Z
2V	7E	12F	18B	24I	30B		
2W	7F	12G	18C	24J	30C	37A	40A
2X	7G		18D		30D	37B	40B
	7H	13A	18E	25A	30E	37C	40C
3A	7I	13B	18F	25B	30F	37D	40D
3B	7J	13C		25C	30G	37E	40E
3C	7M	13D	19A	25D	30H	37F	40F
3D	7N	13E	19B	25E	30I	37G	40G
3E	7O	13F	19C			37H	40H
3F	7P		19D	26A	31A	37I	
	7Q	14A	19E	26B	31B		
4A	7R	14B	19F	26C	31C	38A	TC18
4B	7S	14C	19G	26D	31D	38B	
4C	7T	14D		26E	31E	38C	
4D	7U	14E	20A		31F	38D	
4E	7V	14F	20B	27A	31G	38E	
4F		14G	20C	27B	31H	38F	
4G	8A	14H	20E	27C		38G	
4H	8B	14I	20F	27D	32A	38H	
4I	8C	14J	20G	27E	32B	38I	
4J	8D			27F	32C	38J	

**West Essex Car Club Limited**  
**RALLY ROUND**  
**National Table Top Rally 1988**  
**Route Card Answers**

**1) A TOUCHING START**

An easy start, just touching or crossing unpunctuated grid lines.

**2) SPOTS A MISTAKE**

Straightforward, find the longest route possible within the constraints given. Many of you didn't however have your measuring stick to hand, or made sure you went the long way around triangles. Some of you seemed to choose the shortest route!

**3) SIMULTANEOUS AGGRAVATION**

Solve the simultaneous equation, the solution being H=8, U=2, N=6, G=1, R=0, Y=4, M=3, O=5, A=7, T=9; the via plots were therefore 826104 832106 848108 855125 864134 867127 886109 890120 904118 924102.

**4) SQUARE UP TO IT**

You probably needed a calculator or computer with this one. The numbers were the square of the spot heights on route, but with only the middle two digits of the result shown. e.g. 56 x 56 = 3136. Some of the numbers had more than one solution, but erroneous ones were easily eliminated. The spot heights to be visited were 56 73 65 64 71 47 58 54 64 71 49 45 37 52 34 49 68 57 64 69.

**5) BROWNE OFF**

Do as instructed, just a couple of small loops off the 'B' road to catch the unaware.

**6) POLAR CO-ORDINATES**

One for a scientific calculator, you needed to use a few sines, cosines and tans. The points plotted as 98603030 98703320 99503365 98503420 99303540 98003505 98003650 99053735 97903790 98103985 98303950 99804185 99404180 98304200 97404290. The first reference should have been 92603030, so PC 6A was scrubbed.

**7) A LOAD OF BALLS**

The road colour sequence you should have used was WRWYWRWYWRWBWRWYWRWYWRWYWRWYWRWBWRWBWRWBWRWYWRWYWRWYWRWYWRWY that gives 11 yellows (22 points), 4 browns (16 points), 15 reds (15 points) a total of 53 points. This does plot. The difficulty for most of you was that unbeknown to you, section 9 was wrong since the last EN instruction was mistyped as NE, forcing the use of the road through 706411 which was earmarked for this section. Section 9 stood and PCs 7K and 7L were scrubbed. Initiative points only for those that created a new bypass highlighting the problem. In a few places I had to be conscious of a potential conflict between shortest route and "took every opportunity as it arose". This was however reflected in the position and/or direction at PCs. For example, the sixth yellow could be got by leaving the red at 8039 4430 (opportunity as it arose) or at 8009 4430 (shortest route), then via PC7I and PC7J. The route in Hunstanton via E6737 4152S is shorter than via SE6770 4165SW which some of you chose. Also 6839 3770 is not a crossroads, and had PCs 7R and 7S nearby. Only Rob Searby got this completely right.

**8) PINCH AN INCH**

Spot heights converted to inches, where 1 metre = 39.3706668 inches, giving the following spot heights to be visited 13 7 11 55 48 35 42 57 48 56 19.

**9) NEWS TO MAKE YOU CROSS**

Leaving grid squares to the N, E, W or S. See comment on section 7.

**10) NORFOLK HILLS?**

Crossing contour lines.

**11) FIVE MINUTES**

The positive point was the graticule @ 79283884. Distances were measured in centimetres.

**12) PURPLE LESS RED**

... leaves BLUE. The points to visit were blue grid line numbers and a graticule. The direction into PC12C was undefined, to cater for those who were doubtful, like me, whether the 7 touched the road @ 8052 3690.

**13) SIX OF THE BEST**

There was only one way to use 6 sections of yellow and white roads.

**14) EASY AS ABCDEF**

The ABCDEF plots were off the map on the grid key, and referred to the following symbols A = Windmill, B = Triangulation Point, C = Church with Tower, D = Post Office, E = Tumulus, F = Public Telephone. The F was a bit off plot, but that didn't seem to worry you.

**15) RALLY ROUND**

The RALLY ROUND was an in order herring-bone, each letter being followed from the the more rounded end to the more pointed end. The arms of the letters ignored were also to be counted.

**16) LANGUAGE LESSON**

All numbers were coded as German equivalents, 0(Null), 1(Eins), 2(Zwei), 3(Drei), 4(Vier), 5(Funf), 6(Sechs), 7(Sieben), 8(Acht), 9(Neun). The small difficulty was to sort out the Sechs and Sieben, and Null and Neun, as they coded to the same letter. The points to be visited were 681301 669305 6 4 653275 666282 683282 685269 4 26 654257 12 5 4 615253 623238.

**17) KINGS LYNN**

Cross the following grid lines 62 21 62 21 63 63 63 63 21 63 21 21 63 20 62 62 62 20 62 20 20 62 62 20 62 62 62 62 then 19 63 18 18 63 62 61 19 61 19 19 19 62 62 18 or 19 62 19 19 61 19 61 62 63 18 18 63 62 18 or a couple of other combinations: That totals 2034 or 33 minutes 54 seconds. Lateness was therefore 13 minutes 54 seconds. The road through 6321 1955 does not go! Only Tim Hare was unpenalised here.

**18) UNMARRIED ELEVATIONS**

Single Spot Heights to be visited. I had to be tough marking PC18D and PC18E. Their routes were marginally but measurably shorter.

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**National Table Top Rally 1988**  
**Route Card Answers**

**19) SOME SUMS**

Crossing grid lines. The digits of the Eastings were added together. PCs 19A and 19B were marked generously because of an arguable double crossing of a GL @ 630157.

**20) ROMAN AROUND**

Map references coded as Roman numbers. Trick was to eliminate the combinations that did not plot. The actual plots were 714154 719136 725139 729134! 746135 748161 728176. The fourth plot had a I missing so PC 20D was scrubbed.

**21) DEAD BRANCH**

No trickery, just find the shortest linking route. Whether the entrance at 6528 2003 was passable or not didn't matter regarding PCs.

**22) NOT ALRIGHT**

A descriptive variation on a herring-bone.

**23) THE GRASS IS ALWAYS GREENER**

A herring-bone describing the types of wood to be passed on the left and right of your route. C = Coniferous Wood, N = Non-Coniferous Wood, M = Mixed Wood, - = No Wood. Most of you cracked this, much to the Steward's disbelief, because he couldn't.

**24) CROSS PLOTS**

As stated, the crossroads were in squares 7820 7821 7921 7920 7921 7922 7822 7822 7922 8023 8023 7924 8024 8025 8125 8224 8023 8023 8123 8021 8220. Unfortunately some of you went miles off route and interfered with other sections.

**25) CURRENT PROBLEM**

Straightforward crossing of Electricity Transmission Lines, just find the shortest route.

**26) MAP MANIA**

A lot of map searching required to find the joint 7th highest spot height which was 87 @ 83202130.

**27) HALF MEASURE**

The numbers represented the tenths of a kilometre distance along Northings crossed en route.

**28) CHESS BOARD SQUARES**

Using Km square 8130 as the base (a1), pass through squares numbered as they would be in chess notation. i.e.

a2 b2 ...

a1 b1 ...

Many of you missed the visit to GS 8834 @ 8801 3401, causing you to fail at 28H.

**29) COLOUR ME**

The colour of consecutive stretches of road en route.

**30) LEAVE DIRECTIONS PLEASE**

The direction of travel taken when leaving a kilometre square.

**31) STEPPING OUT**

Quick march, LEFT, RIGHT, LEFT, RIGHT etc. You loved this one (solved) or guessed wrong (not solved).

**32) SOME PARKING**

Tulips in order which had been pushed together.

Unfortunately a marshal had parked his caravan at 90304183, so PC 32D was scrubbed.

**33) HEXCITING SECTION**

Via a series of spot heights but coded to base 16 i.e. hexadecimal. The spot heights to be visited were therefore 24 48 19 46 17 27 19 49 57 49 58.

**34) WHAT'S LEFT**

The colour of things immediately to the left of the correct route, where P = Pink, Bk = Black, W = White, Bl = Blue, G = Green, Y = Yellow.

**35) FIRST IMPRESSIONS**

Take the first letters of the paragraph which gives GO VIA A TRIANGULATION POINT. Many didn't get the shortest route.

**36) FILL IN THE GAPS**

Mathematical, alphabetic or repeating series where the gap filled-in provided definition of the route. This was the section that caused the most debate, and was the only one where some obtuse thinking was required to get a route to fit. 49(squared numbers) was a via spot height. 950300(series given by individual digits) was a via map reference. A(months of the year) was a via point in fakenhAm. H(French number sequence) was a via point in Heath fm. A(layout of keys on a typewriter) was a via point in fAkenham. W(was a white road - PC36E) in a series of road colours that you had to use. 9528(do the sum having plotted the points which were spot heights) was a via kilometre square. A lot of you were O.K. up to here, then. Ignore a road to the Right, then *ignore* another to the Right. Turn Left, Left, Right, then *ignore* roads to the Left, Left, Right. Ignore roads to the Left, Right, then *ignore* roads Left, Right, Left, Right, Left, Right. Well, you had to have one section where the brain cells were on overtime!. Only Pete James was clean here.

**37) FIVES MISSING**

A series of spot heights to be visited but all the 5's were missing. The spot heights were 55 45 58 75 59 59 78 79 51 35 51 75 53 39 49 59. Two routes through 37F were allowed depending upon whether you thought the yellow joined the red to the west of 37F. An approach of SW, depart N was not allowed, since the B road route was shorter.

**38) ALONG THE CORRIDOR AND UP THE STAIRS**

Crossings of Eastings and Northings. The "no-goer" through 8935 2442 was allowed for by not forcing an approach at PC38D.

**39) PLOTTING PRACTICE**

Just sheer hark work and accuracy required. I chose not to be pedantic about avoiding 8980 1368 since most of you thought it should be 8980 1358. Correct approach only required therefore at PC39M.

**40) FINAL FLING**

An unpunctuated series of map references, grid lines and spot heights as follows 86 857248 25 25 85512481 24 85 84852393 24 85 85 24 24 84602455 84902482 25 84912508 25 84612482 84482466 84422490 25 84432525.

# West Essex Car Club Limited

## RALLY ROUND

### National Table Top Rally 1988

### Passage Check Locations

1A	W7300 1068WNW	7G	NE8170 4338NW	15I	W7206 2365SSW	26B	N8320 2129S	36A	NE9568 3059SSE
1B	NW7300 1151SE	7H	SSW8097 4420W	15J	W7100 2536NE	26C	S8195 2288E	36B	SSW9507 3090WSW
1C	S7502 1100WNW	7I	7936 4280	15K	SSE7139 2668ENE	26D	NW8335 2387NNE	36C	S9347 3063SW
1D	WNW7627 1100NNE	7J	E7850 4248N	15L	E7004 2779WSW	26E	S8420 2615N	36D	N9275 2980E
		7K	NNW7105 4207W	15M	WSW6995 2781N			36E	SW9590 2944SE
2A	NE7805 1110SE	7L	E6914 4231N	15N	WNW6975 2861NNW	27A	N8336 2817W	36F	NNW9466 2791SSE
2B	SSW7906 1049ESE	7M	E6764 4198SSE	15O	NE6930 2949NNW	27B	SSE8313 2707SW	36G	WSW9542 2620SSE
2C	SW7968 1162NNW	7N	N6732 4132E			27C	NE7951 2800SE	36H	W9722 2608WSW
2D	SSW7880 1505W	7O	N6730 4120E	16A	S6688 3085W	27D	SSE7721 2557ENE	36I	NNW9695 2470ENE
2E	E7794 1502WSW	7P	E6759 4093S	16B	N6580 2864W	27E	SE7912 2633NE		
2F	E7781 1531W	7Q	W6860 4073E	16C	N6468 2745S	27F	SSW8197 2920NNE		
2G	NE7630 1452NW	7R	NNE6838 3771NNW	16D	NW6688 2800E			37A	N9662 2130WNW
2H	SSW7585 1570WNW	7S	SSW6839 3768SSE	16E	NNE6818 2752SE	28A	E8240 3032N	37B	E9490 2151SW
2I	SE7448 1850NW	7T	E6788 3722W	16F	WSW6651 2491ENE	28B	S8315 3152NW	37C	NNW9429 2218SE
2J	SSE7675 1948E	7U	WNW6828 3573SSW	16G	NNE6460 2456W	28C	W8234 3267NW	37D	S9620 2448W
2K	WSW7777 1539ENE	7V	ENE6879 3426NNE	16H	W6240 2513S	28D	WSW8261 3615NNE	37E	WSW9315 2632NNW
2L	NE7903 1793S					28E	NNW8441 3711E	37F	9135 2971
2M	E7898 1834N	8A	N6836 3268S	18A	NNE6130 1574S	28F	NE8654 3703ENE	37G	NNE8922 2625NNW
2N	SW8104 1790ESE	8B	N6862 3087E	18B	N6458 1148SE	28G	N8686 3541E	37H	N8829 2824W
2O	ESE8260 1712S	8C	W6963 3148SSE	18C	W6203 1021N	28H	NNW8810 3368W	37I	SSE8705 2903NNW
2P	E8192 1535N	8D	ESE6968 3228WNW	18D	NW6428 1001N	28I	ENE8696 3510SSE	38A	NNW8728 2530E
2Q	S8190 1575SW	8E	S7069 3418N	18E	S6549 1074N	28J	S8393 3303NNE	38B	W8826 2601E
2R	NE8167 1549NNW			18F	NNW6453 1400SSE	28K	SSE8590 3592NW	38C	W8908 2561S
2S	N8087 1573W	9A	SE7130 3655NNE			28L	NNW8539 3599SW	38D	8958 2510NE
2T	NNW8132 1498E	9B	NNW7228 3686ENE	19A	S6288 1540	28M	W8328 3396SSW	38E	WNW9088 2700SE
2U	NNW8170 1515SE	9C	N7302 3703W	19B	6300 1570N	28N	NNW8352 3157SSE	38F	WNW9205 2641SSW
2V	N8160 1475E	9D	S7428 3712W	19C	S6470 1662E	28O	SW8527 3179NNW	38G	E9199 2418NNE
2W	S8121 1427W	9E	SSW7288 3945WNW	19D	N6630 1600S	28P	SE8578 3215SSE	38H	N9355 2310W
2X	W8101 1313S	9F	NNW7221 4045SSE	19E	WSW6705 1528SSE	28Q	NW8777 3082E	38I	E9223 2304SE
				19F	W6891 1536S			38J	NNW9311 2016E
				19G	WSW6950 1650ENE	29A	SE8803 3571E		
3A	N8240 1072W	10A	NNW7340 4120E	20A	SW7065 1575ESE	29B	N8959 3457SSE	39A	SW9510 2075SSE
3B	W8489 1074N	10B	W7433 4074N	20B	E7013 1460S	29C	S9049 3392E	39B	NW9733 1891SW
3C	NE8663 1270S	10C	S7594 3855SSE	20C	W7250 1390E	29D	N9110 3203NW	39C	W9795 1772SW
3D	SW8850 1083NE	10D	SSW7683 3850E	20D	W7332 1333E	29E	NNE8959 3088E	39D	NW9768 1696W
3E	NW8928 1166E	10E	S7673 4088W	20E	SE7428 1402NNE	29F	W9180 3082N	39E	ENE9571 1640NNW
3F	WNW9228 1000NNE	10F	WSW7631 4228ENE	20F	S7434 1625NNE	30A	S9207 3216E	39F	SE9623 1711WNW
				20G	E7180 1739NE	30B	S9177 3402N	39G	W9640 1785E
4A	WSW9179 1289NNW	11A	N7855 4091SSW	21A	E6919 1819W	30C	NE9170 3500SW	39H	SSE9592 1852W
4B	E9133 1432NNW	11B	E7852 3922W	21B	NNE6705 1839NNW	30D	SE9031 3634NNE	39I	N9322 1732E
4C	WNW9250 1552ESE	11C	SW7954 3915NE	21C	SE6509 1970NNE	30E	WSW9018 3801NW	39J	E9089 1585NNW
4D	ENE9402 1568S	11D	W7934 4038N	21D	W6613 1948S	30F	W8888 3798NNW	39K	SW9110 1550SE
4E	W9492 1219E	12A	NE8068 4036SSE	21E	E6808 2300SSW	30G	S9111 3952W	39L	SSE9054 1500NNW
4F	N9624 1106SSW	12B	NE8018 3785SSE	21F	E6785 2084SSW	30H	NE8969 3901NW	39M	NNW8990 1363
4G	N9762 1298W	12C	8060 3681SSW			30I	ESE8809 3880SSW	39N	E8659 1457S
4H	S9578 1429N	12D	N8070 3514WSW	22A	WSW6931 2345S			39O	E8450 1664S
4I	SSW9642 1614ESE	12E	E7957 3276S	22B	NW7068 2362S	31A	ESE8590 3871SW	39P	ENE8382 1658NE
4J	W9838 1471SE	12F	NNE8022 2921E	22C	N7050 2273E	31B	NNE8541 3814NNW	39Q	N8658 1519E
4K	NNE9914 1442NW	12G	SSE7988 2933NW	23A	SW7257 2294S	31C	SW8584 4000NE	39R	NNW8893 1644SSE
				23B	S7413 2392N	31D	ESE8479 4161ENE	39S	NW8878 1474NE
5A	SSW9850 1620SSE	13A	WSW7810 2964SSE	23C	N7519 2372E	31E	WSW8511 4162SSE	39T	SSE8878 1754ENE
5B	SSW9855 1861WNW	13B	N7877 2858S	23D	NNW7800 2340SW	31F	NNE8528 4133SE	39U	SW9050 1880E
5C	ESE9830 2175NNE	13C	E7799 2801NNW	23E	E7653 2322W	31G	WSW8615 4186NW	39V	SSE9123 2007WSW
5D	NW9874 2395N	13D	ESE7764 2906SSE	23F	WNW7814 2190SW	31H	W8560 4176N	39W	NNW8955 2061ENE
5E	SE9807 2582NNE	13E	WNW7780 2742S			32A	WSW8800 4083N	39X	E8928 2128N
5F	SE9837 2820W	13F	SSE7579 2852WNW	24A	NNW7910 2107SSE	32B	NNW8839 4200SSE	39Y	S9037 2280E
				24B	S7971 2120N	32C	E8830 4065S	39Z	S8835 2400SW
6A	SSW9958 3082WNW	14A	S7372 2966NNW	24C	NE7850 2208NNW	32D	S8977 4168N	40A	N8580 2400W
6B	ENE9889 3303WNW	14B	W7405 3132ENE	24D	NNW7982 2285SE	32E	SW9117 4238SSE	40B	NNE8548 2482ESE
6C	SSE9942 3380NW	14C	S7597 3298SE	24E	W8038 2383NW	33A	N9253 3980ENE	40C	E8487 2395NE
6D	SW9875 3467NE	14D	ENE7680 3259S	24F	SSW8030 2529E	33B	E9318 3702W	40D	NNE8468 2393NW
6E	SSE9768 3598N	14E	NW7736 3140NNE	24G	NNE8085 2386SSW	33C	SSE9360 3653NE	40E	ENE8491 2507WSW
6F	WNW9800 3650NNE	14F	S7775 3265W	24H	N8079 2265W	33D	W9467 3920SE	40F	SE8441 2469N
6G	SSW9904 3738W	14G	NW7878 3356NE	24I	E8007 2113S	33E	NNE9729 3493NW	40G	S8450 2515WSW
6H	S9787 3790E	14H	NNE7655 3710S	24J	SW8236 2032ENE			40H	S8443 2525N
6I	SE9808 3989NNW	14I	E7275 3558SE			34A	N9392 3370E		
6J	WSW9839 3958E	14J	N7183 3348W	25A	SSW8495 1985ENE	34B	WNW9525 3282ESE		
6K	NE9964 4187SW	15A	NNW7396 3295SSE	25B	SE8458 1883SSW	34C	SSW9551 3353NNE		
6L	NNE9787 4170W	15B	NE7471 3270SW	25C	WNW8643 1800ESE	34D	NNW9600 3390ENE		
6M	WNW9738 4281N	15C	E7348 3170N	25D	ESE8641 2008ENE	34E	NNW9637 3392E		
7A	E9381 4179N	15D	W7140 2920E	25E	SE8800 2112NW				
7B	N9161 4285W	15E	NNW7296 2908ENE			35A	NNE9556 3250WNW		
7C	9022 4334ENE	15F	NNE7320 2714SSW			35B	SW9558 3251SE		
7D	9130 4368N	15G	ENE7283 2569SSE						
7E	E9052 4464W	15H	W7308 2443SSE						
7F	8420 4300NNW			26A	ENE8469 2250NNW				

# WEST ESSEX CAR CLUB LIMITED

## RALLY ROUND

### National Table Top Rally

### May 1988

## RESULTS

Well that's that then. By the comments received it looks like you enjoyed it. I get as much fun organising as you do competing, many thanks for your kind words - it makes it all worthwhile.

After such a long contest, it was very difficult to separate the first three overall. Many hours were spent rechecking these, but at the end of the day, first place was decided on "furthest cleanest", and third missed out by just 6 seconds. The top 10 finished as:

1st	Malcolm Price	12.04
2nd	Rob Searby	12.04
3rd	Trevor Crowe	12.10
4th	Geoff White	21.10
5th	H R Simpson	22.20
6th	Richard Norbury	22.53
7th	Richard Strawson	23.06
8th	Dave Cherrill	25.06
9th	Tim Hare	27.00
10th	Robert Muttram	27.06

My congratulations to the prize winners. Where appropriate, your cheques are enclosed and pots will be sent to you as soon as they return from the engravers.

Results to you in just over a week, which was aided by the format, a computer and some dedicated helpers. In fact this new format of hidden PCs worked just like a real road rally. Several of you did unnecessary loops in your answers, but these were not penalised so long as PCs were approached and departed correctly.

It always amazes me the ingenuity and accuracy of your answers, especially with the variety of problems posed on this event. Apologies for the few small errors on my part - as usual you spotted them all.

In the results, solutions and comments, I have purposely gone overboard in order to provide you with as much detail as possible. This is born out of my dislike for knowing just my total penalty. I believe the more you know about the answers and how you performed, the more encouraged you will be to do it all again. Analysis of each route card answer shows that overall you performed best/worst (on a percentage right basis) on:

Best	A Touching Start	Worst	Kings Lynn
2nd	Norfolk Hills?	2nd	First Impressions
3rd	Current Problem	3rd	Stepping Out
4th	Browned Off	4th	Fill in the Gaps
5th	Chess Board Squares	5th	Half Measure

You will find enclosed, the final Entry List, full analysis of Results, Solutions to each Route Card, the Map Reference of all PCs, Competitors Comments, Your Map and Passage Check Work Sheet (as appropriate).

What of the future? Well we've decided to give you a break over the Summer, but Table Tops return in September with the start of the 1988/89 National Championship. Regs will be sent to you next month, but the calendar is expected to be roughly as follows:

September 1st, 1988 - September 28th, 1988	Pathfinder	Cheltenham MC
October 13th, 1988 - November 8th, 1988	Nelly	CSMA
December 3rd, 1988 - January 2nd, 1989	Langer Park	Eastern Counties MC
March 1st, 1989 - March 31st, 1989	Pegasus	Tavern MC
May 1st, 1989 - May 31st, 1989	Rally Round	West Essex CC

Thanks for taking part. Hear from you again next May?

"Crow"

**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND**  
**National Table Top Rally**  
**May 1988**

**Final Entry List**

**Masters**

M1	Richard Strawson	West Essex CC
M2	Mrs T M Dennison	Hampton & DMC
M3	Kevin Watkins	Forest of Dean
M4	Geoff White	ECMC
M5	M J Kent	Ripon MSC
M6	M R Horton	Barclays Bank
M7	Rolf Parrish	-
M8	Pete James	-
M9	Paul Burns	Shipley & DMC
M10	C Vine	CSMA(London NE)
M11	Henry Carr	Ilkley
M12	D Keetley	CSMA
M13	Dave Bell	SCCON
M14	Mark Goodman	Bedford CC
M15	Sylvia Huckle	-
M16	Tim Vassie	NatWest MC
M17	Rolf Parrish	-
M18	Jean Tyson	White Horse MC
M19	Bridget Lewis	Oxford
M20	Paul Brooks-Johnson	Sevenoaks & DMC
M21	E R Turnbull	-
M22	Peter R Compton	-
M23	Dave Owen	NWBMC (T Valley)
M24	Dave Cherrill	-
M25	Tim Kent-Phillips	-
M26	Richard Norbury	Alwoodley MC
M27	John Boothe	Craven MC
M28	Robert Jones	CSMA(Ipswich)
M29	John Allcorn	-
M30	Paul Lewis	Pegasus
M31	Paul Megretton	Yorkshire Bank
M32	Malcolm Price	-
M33	Peter Claughton	-
M34	Philip Robbins	Cheltenham MC
M35	Brenda Ward	-
M36	Mick Wicks	S Hams
M37	Anthony Mason	-
M38	Chris Blanksby	Yorkshire Bank MC
M39	Patrick Byrne	Bognor Regis MC
M40	Doug Heard	Tynemouth & DMC
M41	Trevor Crowe	-
M42	Rob Searby	NatWest Bank MC
M43	Tim Hare	Stort Valley AC
M44	E M Lowe	Matlock
M45	Philip Senior	Morecombe CC
M46	Tim Gluyas	Ludlow Castle
M47	Alan Kemp	Peterborough MC
M48	Mark Philpot	-
M49	Dave Cuttler	Jaguar App. MC
M50	John Carroll	-
M51	K R Mahood	W.L.M.C.
M52	Richard Rowland	-

**Experts**

E1	Robin Hernaman	West Essex CC
E2	P R Lear	CSMA
E3	Stephen Reed	HWDMC
E4	Simon Howden	-
E5	P Gosden	-
E6	Geoff Maine	Redditch & DCC
E7	Carol Moulton	CSMA(London NW)
E8	Graham Ford	Cheltenham MC
E9	Martin Hughes	-
E10	Paul Hernaman	West Essex CC
E11	Robert Muttram	Dolphin MC
E12	H R Simpson	CSMA
E13	Mike Hall	Dolphin MC
E14	Andrew Markham	-
E15	Barry Elliott	Bury AC
E16	Jon Baker	-
E17	J M Foster	Northallerton
E18	S Hampshire	Bedford CC

**Novices**

N1	Julian Ellis	CSMA(Ipswich)
N2	D Pickin	-
N3	Stephen Roberts	-
N4	B W Tucker	-
N5	Plug Pulleyn	Selby
N6	Dave Quinton	CSMA
N7	David Pulleyn	Selby
N8	Catherine Beattie	-
N9	J Brook	Leeds
N10	David Rogers	-
N11	Barry Sidaway	Aylesbury MC
N12	Heather Dawson	Clitheroe
N13	Mike Piggott	CSMA
N14	Sandra Peacock	Peterborough MC
N15	Michael Mills	Clitheroe
N16	Clive Starkie	Clitheroe
N17	David Brown	Jaguar App. MC
N18	A Peck	Jaguar App. MC
N19	W J Dowding	-

## RALLY ROUND National Table Top 1988 RESULTS

No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	TC18	TOT	Class	O/A
M1	-	1	-	-	-	1	3	-	-	1	-	-	-	2	-	-	1	-	-	-	-	-	1	-	-	-	-	-	7	1	-	-	-	3	-	-	1	-	0.06	23.06	3	7	
M2	-	4	1	-	-	10	4	-	-	1	-	-	-	1	-	2	-	-	2	-	-	-	2	-	-	1	-	-	-	-	4	-	-	6	-	2	1	-	10.00	51.00	22	29	
M3	-	7	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	3	1	-	-	-	4	-	-	-	3	-	-	1	-	1.26	29.26	9	14		
M4	-	2	-	-	-	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	2	3	-	-	1	-	4.10	21.10	1	4		
M5	-	21	5	11	1	9	4	5	-	2	-	-	3	10	14	6	3	2	1	6	-	-	10	4	4	5	1	4	8	8	3	4	3	2	7	1	3	12	7	10.00	199.00	31	53
M8	-	13	-	-	1	-	8	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	6.04	42.04	18	25		
M9	-	7	5	-	-	10	8	5	-	-	-	-	-	-	-	7	2	2	-	-	-	1	-	-	5	1	1	-	8	4	4	4	2	6	-	-	-	6.11	88.11	26	37		
M10	-	7	-	11	-	-	3	-	-	-	-	-	6	-	-	2	-	-	-	-	-	-	-	-	1	1	-	8	1	-	-	2	2	1	-	-	1	2.06	48.06	*	*		
M11	-	8	-	10	-	6	20	5	-	2	-	-	2	10	-	3	2	1	-	-	-	1	-	-	-	1	-	8	4	5	5	-	3	-	-	8	8	9.38	121.38	*	*		
M12	-	21	-	6	-	11	3	-	-	3	3	-	6	5	13	7	2	-	-	-	2	-	2	-	-	5	1	1	8	2	3	2	2	3	-	1	6	3	8.33	129.33	30	50	
M13	-	2	-	-	-	1	3	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	5	-	-	1	-	8	-	-	-	-	4	-	-	1	-	1.26	27.26	6	11		
M14	-	5	-	2	-	1	2	-	-	-	-	6	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	2	4	-	1	-	-	7.17	33.17	13	19		
M15	-	2	-	-	-	1	6	-	-	1	-	2	-	-	-	4	3	-	-	-	-	-	2	1	5	-	-	-	-	-	-	2	4	1	1	23	1	9.13	68.13	24	32		
M19	-	6	-	-	4	10	4	-	-	-	-	2	-	-	-	2	-	-	-	-	-	1	-	-	4	-	1	8	-	-	1	-	2	-	1	6	-	8.17	60.17	23	31		
M20	-	6	1	-	-	-	2	-	-	-	-	2	4	7	-	3	-	1	-	-	-	-	-	-	-	-	-	8	3	-	-	-	7	-	-	-	-	2.04	46.04	20	27		
M21	-	22	6	11	1	12	20	5	5	-	4	-	4	10	15	8	1	7	6	6	3	6	10	5	4	6	17	5	9	8	4	5	5	2	9	9	8	4	8	7.40	277.40	32	58
M22	-	6	-	-	-	12	12	5	-	-	-	-	-	10	-	-	4	-	-	-	-	5	-	5	6	1	1	-	8	4	-	5	2	5	-	6	1	8	5.12	111.12	27	44	
M23	-	-	2	-	-	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	-	6	1	-	-	-	4	-	-	5	-	7.12	35.12	14	20		
M24	-	5	-	-	-	-	4	-	-	1	-	-	-	-	-	1	-	-	-	1	-	-	-	-	3	1	-	-	1	-	-	-	1	2	1	-	-	4.06	25.06	4	8		
M25	-	3	-	-	-	12	11	-	-	-	-	2	-	-	-	1	1	6	-	-	3	6	10	-	5	6	1	3	8	8	4	-	5	2	5	-	9	2	8	5.13	126.13	28	48
M26	-	-	-	-	-	2	2	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	2	5	1	-	-	-	6.53	22.53	2	6		
M27	-	21	-	-	-	2	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	1	1	-	-	1	2.03	33.03	11	17		
M28	-	3	-	-	-	-	1	-	-	-	-	-	-	-	-	2	1	-	-	-	-	1	-	5	-	1	-	-	-	-	-	-	5	1	-	8	2	10.00	40.00	17	24		
M29	-	7	-	-	-	5	2	-	-	-	-	-	2	-	-	-	1	-	-	-	-	-	-	-	3	1	-	-	-	-	-	-	2	-	-	5	-	7.36	35.36	15	21		
M32	-	1	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	3	-	-	-	1	-	-	-	-	0.04	12.04	-	1		
M33	-	11	-	-	3	-	13	-	-	-	3	4	4	5	-	4	1	-	1	6	2	6	10	-	5	6	-	4	8	8	-	-	5	2	5	1	-	3	8.34	128.34	29	49	
M34	-	11	-	-	-	-	9	-	-	-	-	-	5	-	1	-	-	-	-	-	-	1	2	-	-	1	-	-	1	-	-	-	5	-	-	2	-	6.54	44.54	19	26		
M35	-	5	-	-	1	5	6	1	-	-	-	-	1	-	-	1	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	2	3	-	-	1	-	0.10	28.10	8	13		
M36	-	2	4	9	-	3	1	-	-	-	1	2	-	3	-	1	-	-	-	1	-	-	-	-	-	1	-	-	-	2	-	1	6	-	-	-	-	0.38	37.38	*	*		
M37	-	-	-	-	-	6	6	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	3	-	-	-	1	7	-	-	-	6.54	37.54	16	23		
M38	-	13	-	11	-	12	7	-	-	-	1	-	-	8	-	7	1	-	-	-	-	9	-	4	6	1	4	8	-	2	3	-	-	3	1	-	1	6.56	108.56	*	*		
M41	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	1	-	4.10	12.10	-	3		
M42	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	0.04	12.04	-	2		
M43	-	4	-	-	-	3	5	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	8	-	-	-	-	4	1	-	-	-	27.00	-	5	9		
M44	-	-	-	-	-	1	2	-	-	-	-	-	2	-	1	1	-	-	-	-	-	-	-	-	6	1	1	-	8	-	1	2	-	2	-	3	-	2.08	33.08	12	18		
M46	-	21	6	11	6	12	12	5	6	2	4	6	6	10	-	8	4	1	6	4	2	6	8	-	5	6	2	1	9	8	-	5	5	2	9	9	7	4	8	10.00	236.00	*	*
M47	-	3	-	-	-	-	2	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	8	2	-	-	-	2	7	-	-	-	2.06	28.06	7	12		
M49	-	6	-	-	-	-	1	-	-	1	-	-	5	-	-	1	-	-	-	-	-	1	-	-	4	-	-	5	-	-	-	-	3	-	-	-	-	4.10	31.10	10	15		
M51	-	3	-	10	-	4	5	-	-	-	-	2	-	-	-	2	-	-	-	-	-	6	10	-	4	5	1	1	-	3	4	3	-	5	-	3	2	10.00	83.00	25	35		
M52	-	22	-	-	1	1	4	-	-	-	-	-	1	-	-	1	3	-	-	-	-	-	-	-	-	1	1	-	-	2	4	-	-	4	1	-	1	-	2.21	49.21	21	28	

**Award Winners**

<i>1st Overall</i>	Malcolm Price	<i>1st Master</i>	Geoff White	<i>1st Expert</i>	H R Simpson	<i>1st Novice</i>	Dave Quinton
<i>2nd Overall</i>	Rob Searby	<i>2nd Master</i>	Richard Norbury	<i>Best Team</i>	Jaguar Apprentices MC		
<i>3rd Overall</i>	Trevor Crowe						



## RALLY ROUND National Table Top 1988 RESULTS

No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	TC18	TOT	Class	O/A
M1	-	1	-	-	-	1	3	-	-	1	-	-	-	2	-	-	1	-	-	-	-	-	1	-	-	-	-	-	7	1	-	-	-	3	-	-	1	-	0.06	23.06	3	7	
M2	-	4	1	-	-	10	4	-	-	1	-	-	-	1	-	2	-	-	2	-	-	-	2	-	-	1	-	-	-	-	4	-	-	6	-	2	1	-	10.00	51.00	22	29	
M3	-	7	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	3	1	-	-	-	4	-	-	-	3	-	1	-	1.26	29.26	9	14		
M4	-	2	-	-	-	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2	3	-	-	1	-	4.10	21.10	1	4		
M5	-	21	5	11	1	9	4	5	-	2	-	-	3	10	14	6	3	2	1	6	-	-	10	4	4	5	1	4	8	8	3	4	3	2	7	1	3	12	7	10.00	199.00	31	53
M8	-	13	-	-	1	-	8	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	6.04	42.04	18	25		
M9	-	7	5	-	-	10	8	5	-	-	-	-	-	-	-	7	2	2	-	-	-	-	1	-	-	5	1	1	-	8	4	4	4	2	6	-	-	-	6.11	88.11	26	37	
M10	-	7	-	11	-	-	3	-	-	-	-	-	6	-	-	2	-	-	-	-	-	-	-	-	-	1	1	-	8	1	-	-	2	2	1	-	-	1	2.06	48.06	*	*	
M11	-	8	-	10	-	6	20	5	-	2	-	-	2	10	-	3	2	1	-	-	-	1	-	-	-	1	-	-	8	4	5	5	-	3	-	-	8	8	9.38	121.38	*	*	
M12	-	21	-	6	-	11	3	-	-	3	3	-	6	5	13	7	2	-	-	-	2	-	2	-	-	5	1	1	-	8	2	3	2	2	3	-	1	6	3	8.33	129.33	30	50
M13	-	2	-	-	-	1	3	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	5	-	-	1	-	-	8	-	-	-	-	4	-	-	1	-	1.26	27.26	6	11	
M14	-	5	-	2	-	1	2	-	-	-	-	-	6	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	2	4	-	1	-	-	7.17	33.17	13	19	
M15	-	2	-	-	-	1	6	-	-	1	-	2	-	-	-	4	3	-	-	-	-	-	2	1	5	-	-	-	-	-	-	-	2	4	1	1	23	1	9.13	68.13	24	32	
M19	-	6	-	-	4	10	4	-	-	-	-	-	2	-	-	-	2	-	-	-	-	1	-	-	4	-	1	-	8	-	-	1	-	2	-	1	6	-	8.17	60.17	23	31	
M20	-	6	1	-	-	-	2	-	-	-	-	2	4	7	-	3	-	1	-	-	-	-	-	-	-	-	-	-	8	3	-	-	-	7	-	-	-	-	2.04	46.04	20	27	
M21	-	22	6	11	1	12	20	5	5	-	4	-	4	10	15	8	1	7	6	6	3	6	10	5	4	6	17	5	9	8	4	5	5	2	9	9	8	4	8	7.40	277.40	32	58
M22	-	6	-	-	-	12	12	5	-	-	-	-	-	10	-	-	4	-	-	-	-	-	5	-	5	6	1	1	-	8	4	-	5	2	5	-	6	1	8	5.12	111.12	27	44
M23	-	-	2	-	-	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	-	-	6	1	-	-	-	4	-	-	5	-	7.12	35.12	14	20	
M24	-	5	-	-	-	-	4	-	-	1	-	-	-	-	-	1	-	-	-	1	-	-	-	-	3	1	-	-	1	-	-	-	-	1	2	1	-	-	4.06	25.06	4	8	
M25	-	3	-	-	-	12	11	-	-	-	-	2	-	-	-	-	1	1	6	-	3	6	10	-	5	6	1	3	8	8	4	-	5	2	5	-	9	2	8	5.13	126.13	28	48
M26	-	-	-	-	-	2	2	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	2	5	1	-	-	-	6.53	22.53	2	6	
M27	-	21	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	3	-	-	-	1	1	-	-	1	-	2.03	33.03	11	17	
M28	-	3	-	-	-	-	1	-	-	-	-	-	-	-	-	-	2	1	-	-	-	-	1	-	5	-	1	-	-	-	-	-	5	1	-	8	2	10.00	40.00	17	24		
M29	-	7	-	-	-	5	2	-	-	-	-	-	2	-	-	-	1	-	-	-	-	-	-	-	-	3	1	-	-	-	-	-	-	2	-	-	5	-	7.36	35.36	15	21	
M32	-	1	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	3	-	-	-	1	-	-	-	-	-	0.04	12.04		1	
M33	-	11	-	-	3	-	13	-	-	-	3	4	4	5	-	4	1	-	1	6	2	6	10	-	5	6	-	4	8	8	-	-	5	2	5	1	-	-	3	8.34	128.34	29	49
M34	-	11	-	-	-	-	9	-	-	-	-	-	5	-	1	-	-	-	-	-	-	1	2	-	-	1	-	-	1	-	-	-	5	-	-	2	-	-	6.54	44.54	19	26	
M35	-	5	-	-	1	5	6	1	-	-	-	-	1	-	-	-	1	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	2	3	-	-	-	1	0.10	28.10	8	13	
M36	-	2	4	9	-	3	1	-	-	-	1	2	-	3	-	1	-	-	-	1	-	-	-	-	-	1	-	-	-	2	-	1	6	-	-	-	-	-	0.38	37.38	*	*	
M37	-	-	-	-	-	6	6	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	3	-	-	1	7	-	-	-	-	6.54	37.54	16	23	
M38	-	13	-	11	-	12	7	-	-	-	1	-	-	8	-	7	1	-	-	-	-	9	-	4	6	1	4	8	-	2	3	-	-	3	1	-	1	-	6.56	108.56	*	*	
M41	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	1	-	-	4.10	12.10		3	
M42	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	0.04	12.04		2	
M43	-	4	-	-	-	3	5	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	8	-	-	-	-	4	1	-	-	-	-	27.00		5	9
M44	-	-	-	-	-	1	2	-	-	-	-	-	2	-	1	1	-	-	-	-	-	-	-	-	6	1	1	-	8	-	1	2	-	2	-	3	-	-	2.08	33.08	12	18	
M46	-	21	6	11	6	12	12	5	6	2	4	6	6	10	-	8	4	1	6	4	2	6	8	-	5	6	2	1	9	8	-	5	5	2	9	9	7	4	8	10.00	236.00	*	*
M47	-	3	-	-	-	-	2	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	8	2	-	-	2	7	-	-	-	-	2.06	28.06	7	12	
M49	-	6	-	-	-	-	1	-	-	1	-	-	5	-	-	1	-	-	-	-	-	-	1	-	4	-	-	-	5	-	-	-	3	-	-	-	-	-	4.10	31.10	10	15	
M51	-	3	-	10	-	4	5	-	-	-	-	2	-	-	-	-	2	-	-	-	-	6	10	-	4	5	1	1	-	3	4	3	-	5	-	-	3	2	10.00	83.00	25	35	
M52	-	22	-	-	1	1	4	-	-	-	-	-	1	-	-	1	3	-	-	-	-	-	-	-	-	1	1	-	-	2	4	-	-	4	1	-	1	-	2.21	49.21	21	28	

**Award Winners**

<i>1st Overall</i>	Malcolm Price	<i>1st Master</i>	Geoff White	<i>1st Expert</i>	H R Simpson	<i>1st Novice</i>	Dave Quinton
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<i>3rd Overall</i>	Trevor Crowe						

## RALLY ROUND National Table Top 1988 RESULTS

No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	TC18	TOT	Class	O/A					
E1	-	7	-	-	-	1	2	-	-	-	-	2	-	-	2	2	-	-	-	-	-	-	1	-	-	1	1	-	-	1	-	1	2	5	1	1	-	-	2.02	33.02	3	16						
E2	-	6	-	1	-	1	1	-	-	-	-	2	-	1	8	8	1	-	-	-	-	6	1	-	6	-	3	9	-	4	5	-	2	7	-	-	6	-	-	10.00	88.00	4	36					
E3	-	12	6	-	3	1	20	-	-	1	-	-	-	10	-	8	1	-	6	-	-	1	-	6	-	-	-	-	8	1	-	5	2	9	9	1	1	8	-	-	7.11	126.11	9	47				
E5	1	19	-	11	-	12	1	5	6	-	4	7	6	10	15	1	4	7	6	-	3	6	1	-	4	6	1	1	9	4	4	5	5	2	8	9	9	7	8	-	-	5.58	212.58	11	54			
E7	-	5	-	2	-	11	11	-	-	-	-	2	4	2	1	3	1	-	-	-	2	1	-	5	-	1	5	1	2	7	8	3	-	1	-	2	2	-	-	4	-	-	8.57	94.57	6	39		
E8	1	3	5	10	-	15	5	-	-	-	-	3	7	-	2	3	-	-	-	-	-	5	-	5	-	5	-	-	-	8	3	-	-	2	4	1	1	7	-	-	10.00	100.00	7	40				
E10	-	16	1	-	1	12	20	5	-	-	4	7	6	10	15	8	6	-	6	-	3	6	10	5	5	6	1	6	9	8	4	5	5	2	9	9	10	26	8	-	-	10.00	264.00	*	*			
E11	-	2	-	-	-	1	3	-	-	-	-	2	-	-	-	2	1	-	-	-	1	-	-	1	-	-	1	1	-	-	3	-	1	1	3	1	-	-	-	-	-	2.06	27.06	2	10			
E12	-	-	1	-	-	-	3	-	-	-	1	-	-	-	-	1	2	-	-	-	1	-	-	-	-	-	-	-	-	1	3	-	-	-	4	-	-	2	2	-	-	1.20	22.20	1	5			
E13	-	21	6	7	1	12	14	-	6	1	4	4	5	9	11	8	4	6	5	-	2	6	9	-	5	6	17	1	1	8	3	5	5	2	9	2	8	26	8	-	-	10.00	257.00	12	55			
E15	-	17	4	-	1	7	9	-	-	-	-	2	-	8	14	-	2	-	-	-	1	2	9	-	4	6	1	-	1	8	3	1	4	2	8	1	1	5	2	-	-	10.00	133.00	10	51			
E17	-	10	3	9	1	2	2	-	-	-	-	-	1	7	-	2	1	-	6	-	1	-	4	-	-	5	-	3	7	-	3	5	5	2	5	-	-	-	-	-	-	5.34	89.34	5	38			
E18	-	21	1	-	1	1	4	-	-	-	-	-	-	-	-	7	2	1	-	1	-	-	10	-	4	6	1	1	1	8	-	-	3	2	8	2	5	1	8	-	-	10.00	109.00	8	43			
N2	-	9	-	-	1	1	5	-	-	1	-	2	-	3	-	3	4	1	-	-	-	8	-	-	5	1	-	3	1	2	-	2	2	4	1	-	1	2	-	-	10.00	72.00	3	33				
N3	-	21	1	1	-	-	6	-	-	1	-	2	1	9	8	-	3	-	-	-	-	6	6	-	4	5	1	-	8	8	-	-	3	2	9	1	1	-	1	-	-	8.16	116.16	8	46			
N4	3	22	6	11	5	12	16	5	6	-	4	7	4	10	14	8	2	7	6	5	-	6	10	-	-	6	17	1	9	8	4	5	5	2	9	9	10	23	8	-	-	10.00	295.00	14	61			
N5	-	12	6	11	1	12	12	5	4	1	4	-	4	10	14	6	2	-	5	4	2	6	10	5	5	6	17	6	9	8	4	5	5	2	9	9	10	26	7	-	-	6.26	270.26	11	57			
N6	-	3	-	-	-	3	2	-	-	-	-	-	-	6	-	-	2	1	-	-	-	-	2	-	-	1	-	-	1	-	1	-	4	2	4	1	-	-	1	-	-	2.06	37.06	1	22			
N7	-	12	6	11	2	12	20	5	6	1	4	-	4	10	14	5	3	1	5	4	3	6	10	5	5	6	17	5	9	8	4	5	5	2	9	9	10	26	8	-	-	5.20	282.20	*	*			
N9	-	14	5	10	-	11	11	5	-	4	4	-	-	6	-	-	1	-	6	6	-	5	4	-	-	5	1	4	7	8	4	5	4	2	5	-	-	-	4	-	-	10.00	151.00	9	52			
N10	-	7	-	-	-	-	1	-	6	-	-	-	-	10	-	8	3	7	1	6	-	1	10	-	5	6	-	-	9	7	4	-	-	2	4	-	1	3	-	-	-	7.32	108.32	6	42			
N12	-	21	-	11	4	7	10	2	6	2	4	7	3	10	14	8	3	7	6	6	3	6	10	3	4	6	17	5	9	8	4	5	5	2	9	9	10	26	8	-	-	10.00	290.00	12	59			
N13	-	11	-	2	1	6	4	-	6	-	-	-	4	7	-	-	2	1	1	-	-	4	-	1	5	1	1	3	9	3	4	4	3	2	7	-	2	10	3	-	-	5.46	112.46	7	45			
N14	-	15	1	-	-	8	6	-	-	-	1	2	6	-	-	7	5	1	-	-	-	4	-	-	5	-	-	-	1	8	2	-	-	-	7	2	-	10	-	-	-	10.00	101.00	5	41			
N15	-	21	-	11	4	8	10	2	6	2	4	7	3	10	14	8	6	7	6	6	3	6	10	3	4	6	17	6	9	8	4	5	5	2	9	9	10	26	8	-	-	10.00	295.00	13	60			
N16	-	21	-	11	4	4	8	2	6	-	-	6	5	10	14	2	4	6	5	5	-	5	10	-	3	6	17	5	9	8	4	5	5	2	9	9	10	26	8	-	-	9.16	263.16	10	56			
N17	-	21	-	-	2	1	4	-	-	-	-	-	2	2	-	3	3	1	-	-	-	-	-	-	-	6	1	-	-	8	1	-	-	2	5	1	1	1	7	-	-	6.02	78.02	4	34			
N18	-	7	-	1	1	1	7	-	-	-	-	-	-	10	-	-	3	-	-	-	-	-	-	-	-	6	1	-	-	-	1	-	-	-	4	1	-	5	-	-	-	4.23	52.23	2	30			
Max	4	24	6	11	6	12	20	5	6	6	4	7	6	10	15	8	6	7	6	6	3	6	10	5	5	6	17	6	9	8	4	5	5	2	9	9	10	26	8	-	-	10.00	328.00					
%Correct																																																
M	100	70	88	79	93	68	73	85	95	94	90	93	84	74	92	80	81	92	91	90	90	87	77	95	79	60	94	88	86	52	65	78	78	60	54	92	89	89	81	-	-	48						
E	96	59	65	72	90	61	60	77	85	97	75	69	68	51	68	52	70	84	55	92	74	62	59	92	66	26	89	76	62	41	33	60	46	19	31	68	72	76	53	-	-	28						
N	95	40	72	52	72	52	59	65	42	86	58	69	60	25	59	52	49	62	54	53	76	43	37	77	53	17	58	61	32	24	22	48	39	13	30	55	57	53	46	-	-	23						
All	98	61	80	72	88	63	67	79	81	93	80	83	76	59	80	68	72	84	76	82	84	73	65	90	71	44	85	80	70	43	49	68	63	42	44	79	79	79	68	-	-	39						

\* Post marked after May 28th and not included in positions.  
 Sections include TC penalties where appropriate.

	Starters	Finishers	%
Masters	52	40	77
Experts	18	13	61
Novices	19	15	79
All	89	68	76

# WEST ESSEX CAR CLUB LIMITED

## RALLY ROUND

### National Table Top Rally

May 1988

## COMPETITOR'S COMMENTS

The following are all your uncensored comments. Where appropriate my reply is show [thus]. Thank you for all your input, it will help to make next year's event even better.

### M1

"Very good, must be a high return. Clues a little heavy in places. The one I didn't think I'd ever get - 'Square up to it'. Hardest on the map ink - 'A Load of Balls'. Most satisfaction in cracking - 'Language Lesson'. Did you really think I wouldn't guess at it? - 'Map Mania'. Most things tried - 'Half Measure'. Most unsure about - 'Stepping Out'. Hardest on the eyes - 'What's Left?'. Most route guessed - 'Fill in the Gaps'. Well that's the only way it works - 'Along the Corridor and Up the Stairs'. Looking forward to the results."

### M2

"Didn't think you could get so much on one map - or so many new ideas. Very testing and jolly good fun. Think you have one small error - not surprising with 40 sections! - with a 'Load of Balls', we were told to score every time we could. The 7th score I made the yellow crossing 7041 but back when I came to do 'News to make you cross', the routes clashed. I think the latter should read \_\_\_ WNWE!N!ESSEN to take you up to the white by Bluestone FM. [Exactly the problem] Otherwise wonderfully accurate. Look forward to your next one."

### M4

"Well, here is my map for your RALLY ROUND event. I managed to put a route on for each section although I dare say that the results will prove how good or bad my interpretations have been. In general I've thoroughly enjoyed doing it, plenty of variety - perhaps too much as you've effectively used up two years worth of ideas in relation to the other events! I have the odd query which has been incorporated into my comments on the sections:-

Section 2 - I have interpreted 'as far as you can' to mean the longest possible route.

Section 3 - I managed to break the code by trial and error before finding out the significance of the numbers grid. At least it then confirmed that I was right!

Section 6 - How on earth can you get an accuracy to six decimal places? A long rule on protractor taped to the bottom left hand corner was my method. I just hope I was near enough! [It was best to use a scientific calculator, all the references then plotted to the nearest half tenth]

Section 7 - Still unable to obtain 'break' of 53. I know how to arrive at that total but have not been able to put it onto the map. I'm missing a yellow before the three browns in a row but give up.

Section 14 - Again, I had worked out the code by trial and error before catching on to extending the map grid. However, 'F' would appear to be incorrect at 04525 356; I reckon it should be 04525 360.

Section 16 - Cunning! Yet another one that I'd broken by trial and error before finally catching on!

Section 17 - Have made a list on the edge of my map of the grid lines in the order I would cross them. Therefore being 9m 44s late.

Section 20 - Had a problem with no. 4 although I think that you have missed a 'P' out. You have VIIIIXIIIIV and think it should be VIIIIXIIIIV therefore plotting as 729134.

Section 23 - Good one, really liked it.

Section 26 - Began to doubt your parentage on this one. Especially in view of the assortment of codes etc. that you'd used - I thought that you're bound to have included the 144 on the legend!

Section 32 - The only way I can get this one to plot is to work on the basis that it contains an error. Between the 18th & 19th instruction it is necessary to pass through a house [temporary marshal's caravan] in grid square 9041.

Section 36 - It's taken me as long to do this section (tell a lie, longer) than the rest of the route put together; and I'm still not convinced! So that you at least understand my route I have filled in the gaps thus - i) 49 ii) 950300 iii) A iv) H v) A vi) W vii) 9528 and then the problems really started - as I'm sure you'd intended. I'm convinced that all these Ls and Rs are an attempt to confuse us into thinking of lefts and rights. Anyway, I worked on the following:- viii) R (River)/D (Dismantled Railway) ix) Ignore roads to left and right, therefore LLR/RRR x) Paired initial letters of places on route, therefore LR (Little Ryburgh) BH (Burrow Hill) MG (May Green) MH (Manor House). Probably nothing like but at least I've had a go! [Correct - nothing like it!]

I found a lot of the route to be self-checking [I purposely tried to use as much of the map so that this was possible] and was able to amend slight indiscretions on other sections when completing certain sections. I think that you have made exceptional use of the map and it must have taken ages to put the route together, but well done. A very good event." [ And a very good 1st Master position]

### M8

"What can I say about this event!! One of the most enjoyable events I've ever done. You may have some complaints about the maths required, i.e. Simultaneous Equations, Polar Co-ordinates, Squares, Hex all in the same event. [O.K. Expect next year to have a bit less of the number crunching]. I know that when I used HEX I had four people complain (wait until I use ASCII). Had great trouble with A LOAD OF BALLS just guessed a route and it probably is A.L.O.B. Also unable to complete FILL IN THE GAPS so I did just that [and was the only one to get it right!] I've not used my computer so much on an event. Had to write a program to solve simultaneous equations [no mean feat] (quicker than using pencil and paper), also to sort all Map Reference Plotting Practice! If this is the standard of your future events you will be able to count on my entry every time. There may be a few errors crept in (if my route is correct), but they have not spoilt the event. My only complaint about the whole event is that being so many sections I cannot force myself to check my work, but that's what comes of being lazy."

### M12

"A very good rally - well thought out and organised. Sorry about the stain on the map - is it coffee or is it sweat, used a lot of both on this. Is there any chance of you marking the route where we [surely you mean I!] went wrong or didn't plot so we [I?] can see exactly where we [I?] went wrong (which no doubt I [better] have done several times). Look forward to the next one." [I've done a bit of marking on your map - see detailed results for further info.]

### M13

"A vast improvement on last years effort - I'm afraid I got nowhere with that! A most enjoyable month! Some nice ideas, only quibble is perhaps some bits too mathematical for non-mathematicians. Compares very well with other national rounds."

### M14

"Good event - some very clever ideas - I had a job to start as TC1 is on a 'no through road' and should be ignored!! Similarly on section TC34 to TC35, the plot uses the white at 94853410 [I don't follow this bit] which should be ignored. I never like saying there are mistakes because it virtually means I've been had! I have on a couple of occasions 'guessed' where I think something was amiss - i.e. in section TC39-40, I think one reference should be 89801358 and not

# WEST ESSEX CAR CLUB LIMITED

## RALLY ROUND

### National Table Top Rally

May 1988

## COMPETITOR'S COMMENTS

89801368. [It was a mistake, but this was reflected in requiring the correct approach only to PC39M.] Anyway I thoroughly enjoyed the event - some pretty evil routes - like find the 7th highest spot height!! Look forward to next year."

### M19

"The unfinished state of the plotting is accounted for by the earlier than expected birth of my son this week. These youngsters have no consideration for timing! A thoroughly enjoyable table top - I'm disappointed not to have had time for completion of this well-planned event. It certainly provided a distraction from labour pains!" [I hope the RRTT isn't being blamed for the premature birth!]

### M26

"Good event - most enjoyable. Hard work! I look forward to seeing where I went wrong!! Left me satisfied, but still 'intrigued' on a couple of sections. Thanks very much for all your hard work in organising. Here's to next year." [2nd Master]

### M28

"Many thanks for the 'National'. I've had much fun plotting the clues, and you've managed to come up with an amazing number of new ideas. Having set the 'Cultivator' this year, I know how useful (annoying?) comments can be, so I've included a few here. Apologies if the problems are down to me! Generally, I must admit not liking 8 figure map references - I don't think I can plot that accurately, and anyway, there is often 0.5mm of grid line shift between maps! Simultaneous Aggravation - I assume 848108 plots on the ENE section of road and that 886109 plots on the white. Nearly got me on direction of leaving control - phew!

A Load of Balls/Pinch an Inch - I seem to need the same stretch of road for both clues - 704411.

Six of the Best - I couldn't get this to work without assuming that the junction at 777284 went twice - is it staggered enough? [Yes]

Easy as ABCDE - F = telephone?

Language Lesson - What's the hint in the title? [The numbers were coded as the first letter of the German equivalents]

Kings Lynn - Yuk!! My route is 21/62/62/21/63/63/21/63/21/21/63/20/20/62/20/20/62/20/62/62/62/62/62/62/63/19/63/19/19/62/19/19/61/19/61/62/63/18/18/63/62/18 (not inc TC18).

Cross Plots - couldn't find the 19th plot - 0.13 (could be 0.14, I can't plot to 0.2mm). Assume 850213 not a X roads.

Map Mania - No can do.

Some Parking - Couldn't get it to work without using the NTR @ 903418.

Fill in the Gaps - I've used the 'M' before the first 'A' as you don't say 'only' the following points. Couldn't get the last bit.

Plotting Practice - you must be joking!!

Good luck with the marking!!"

### M29

"Section 7 - I couldn't find the 15th white unless there was a misprint in Section 9 - the 25th and 26th instructions saying E and N instead of N and E. Then the 14th white would be GR 709428 and the 15th white would be GR 69144234. Section 39 - One of the map references:- 89801368 appears to be in a field - was this deliberate or should it have read 89801358? If so, I've gone on the wrong route!

In spite of that I found it a most interesting and enjoyable rally."

### M32

"Section 6 - Assume plot no. 1 to be 996303 not 986303 to plot on road and plot no. 11 to be 98353455 not 9835395 similarly.

Section 7&9 - Routes appear to cross in GS 7041. Therefore I have used the 'N' in Ringstead and assume another 'N' to cross GL 41.

Section 23 - The shortest route would pass through SH 34. This would clash with another section. Should there be another -M in GS 7621 for the building? [I think you were on the wrong lines here]

Section 17 - The wording appears to allow the route to pass outside the area bounded by E 60&64 and N 22&17 to cross as many grid lines as possible within the area. (See enclosed route enlargement.)

Section 37 - Assume roads do not connect (yellow & red) above SH 35.

Section 38 - Right through Webb's Covert in GS 8924 does not 'go' but only possible route, so I have used it.

Section 39 - Assume plot 89801368 should read 89801358 to plot on road.

Section 36 - Assume plot 960300 should be 950300 to plot on road.

Section 29 - There is a shorter route through North Barsham but this clashes.

General - Great TT! or should it be 2 TT's!! I hope you have not used up all your new ideas this year - some still baffle me. Look forward to next year." [Baffle or not, you won! Well done.]

### M34

"Many thanks for an excellent rally. Most enjoyable. My one small dislike was section 3 i.e. simultaneous aggravation. I couldn't do them at school and I still find them almost impossible. Good job my wife can do them. The mixture of old favourites and new ideas was good. I found this rally the most enjoyable of the season but don't tell the \*\*\*\*\* organisers being good friends and on occasions very helpful I wouldn't want to upset them."

### M36

"Complete blank to TC4, TC5, TC35, TC36, TC37. Have taken a chance route. Well done! Good event. Please mark mistakes in felt tip on map!"

### M37

"An interesting challenge, a bit too interesting in places. Pleasing that you have derived a new format for the rally - already has its own character. A welcome addition to the table top challenge - however is May the appropriate time - winter evenings are the best time for table tops - Feb & March are free!"

### M38

"Enjoyed it very much. Sorry about state of map but I used it on a holiday in Brancaster last week! [Makes a change that you can actually use a TT map for something else] Look forward to next event and these results. Was there a mistake in section 'Square up to it?'"

### M41

"Thanks for a very good event. I liked especially the sections 'A LOAD OF BALLS', 'LANGUAGE LESSON', 'SOME SUMS' and 'STEPPING OUT' (but whether I fully understood them remains to be seen!) I made the first plot of 'POLAR CO-ORDINATES' equivalent to 986303, which doesn't plot on a

**WEST ESSEX CAR CLUB LIMITED**  
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**May 1988**  
**COMPETITOR'S COMMENTS**

road, so I took it as 986308, which does [see solutions]. The 4th plot in 'ROMAN AROUND' - I assume the Northing is IIIIV, which means it is 124 or 135, but given an Easting of 729 neither plots on a road. Is there an 'I' missing giving 134?" [Yes, see solutions.] [ And an excellent 3rd Overall for you]

**M42**

"Most enjoyable event - thank you. I especially liked 'Square up to it', 'A load of balls', 'Five minutes', 'Roman Around', 'The Grass is always greener', 'Stepping Out', 'What's Left?'

A Load of Balls (section name not a comment). I got this to plot originally going via 705411 to pot the 7th colour (yellow), but this clearly clashes with the NEWS section - now I cannot find a way to get 4 WRWY between Wells and Hunstanton.

Also TC8 is on a red - yet all 15 reds have already been potted!"

[Commiserations on just being pipped for 1st place]

**M43**

"Very enjoyable event."

**M44**

"Very enjoyable event - some very thought provoking sections - I will be interested/surprised/pleased? to see where the route should have gone."

**M46**

"Loved Rally Round, Some Parking and Norfolk Hills but would like to know what Simultaneous Aggro is. I'm looking forward to a better event next year."

**M47**

"An excellent Table Top. TC9 - TC10 Points 25 & 26 must be reversed to avoid foul with earlier route @ 7041 [Correct, see solutions] TC14 - 15 Plot F should read 04525360 [Well spotted, see solutions] TC20 - 21 4th plot is 729134 - there is a I missing [May I borrow your glasses? see solutions.] TC34 - 35 There is a Bk missing each side of the penultimate instruction - WBkYbkW. [The only one who spotted this, but not a section stopper.] TC38 - 39 The 9th & 10th instructions require route to go via Webbs Covert - This does not join up." [Catered for by not requiring an approach to PC38D.]

**M49**

"What a relief - perhaps now I can go to bed at a sensible time."

**E2**

"Ref: Polar Co-ordinates. 1st point  $43.612499 \cos 27.740184 = 38.6$  Km therefore  $E = 600 + 386 = 986$ .  $43.612499 \sin 27.740184 = 20.3$  Km therefore  $N = 100 + 203 = 303$ . GR 986303 does not plot on road (checked by also plotting the polar co-ordinates.)"

**E7**

"Any idea when the next T.T. is or who's organising it please?" [see text.]

**E8**

"Kings Lynn - not clear you count the grid line twice if you cross it twice also should you include or exclude the boundary line given. [A point, but given the apparent? complexity of the question count all lines.] Fill In The Gaps - it wasn't clear whether you plot what goes in the gaps or whether you should plot the whole sequence or a combination of both. [Really the way it was designed, you make the decision in order to get a fit to the section.] First Impressions - had no idea about it at all! [Bet you kick yourself now.] General - for the beginner you should give a sketch showing how you would expect the route to be marked on the map. [A very good point! I had a lot of trouble with interpreting some competitors intentions and where small loops were not clear they were penalised. The best is inked tram lines either side of the route with offset diagrams to magnify difficult areas.] Apart from the above minor comments - good fun. Back next year. Sorry about the map but no-one in Cheltenham or Gloucester had maps of your area so I had to mail order one flat."

**E12**

"Section 6 - Polar Co-ordinates. Is the first plot right? I make it 986303 which is nowhere in particular. I have dotted in a passable route on the assumption that you meant 986308 - if I am right, can I have an extra brownie point please? [I have awarded a brownie point even though you were wrong - it should have been 996303, so PC6A was scrubbed. Unfortunately brownie points were not defined in the regs!] Section 20 - Roman Around. Is an 'I' missing towards the end of the 4th plot. I feel that it ought to be 729134. Section 27 - Half Measure. I could have got this quite wrong, but should there be an extra plot 0.5 between fourth and fifth? [The rule I followed was that the GL had to be fully crossed.] TC41 - there is a final right turn, off the public road, to end up in the entrance hall of the home!" [?] [Well done, 1st Expert, 5th Overall]

**E13**

"Too clever for me - but I had a lot of fun guessing, so you'll have something to mark."

**E15**

"Very good event. Some sections seemed like you had in fact competed in a Road Rally and left you just as drained."

**E18**

"Good event even though I ran out of time! Are 'hex' and polar co-ordinates a bit specialised for some? A couple of annoying errors here and there."

**N3**

"Excellent! I've just run out of time to solve the last few sections. Really enjoyable."

**N7**

"Just a few words to describe what I've been through. I gave it a go, it gave me a headache, then I gave up. Enjoyable all the same."

**N10**

"Congratulations for your effort in producing such an absorbing competition. I dare not add up all the hours spent puzzling over the last month, in case I start to question my sanity too closely... I must admit that I enjoyed it though. I was impressed by the wide variation in the route descriptions. In some cases, I still don't have a clue what they mean - I hope the results will include some indication of how each puzzle is solved. In other cases, I have to confess that I cheated a bit, by working out the probable route on the map long before deciphering the clues themselves! I look forward to receiving the results shortly."

**N15**

"Apologies for funny smell. Calving cows and map marking don't go together too well. Wouldn't it be better to organise the event for June/July time. [Do you mean MOOve the date?] Then I would have more time to do the route."