

RALLY ROUND

The excitement of competing in a
Motor Rally brought to your table.

National Table Top Rally

April/May 1990



INTRODUCTION

Welcome to the fourth Rally Round National Table Top Rally and the last event in this year's National Table Top Championship.

Our usual format is retained with some attractive revisions reflecting your comments from last year, here are the highlights

- the value of the awards list has been considerably increased thanks to our sponsors and your enthusiasm for the 1989 event
- there are now four classes so that everyone will have the opportunity of winning awards
- the date has moved to three weeks earlier, so that we don't intrude too much on your early summer activities
- the number of route cards has been reduced to 30, which include a few "timed" Stages and Selectives, but these adopt the general event format, rather than the laborious ones of earlier years

Our objective is that you will be well entertained during April/May with an unparalleled variety of navigational problems of varying degree of difficulty.

As usual the paperwork and results service will be second to none.

For those that do not have a copy of the Rally Round board game (not required for the Table Top), it is available at a special purchase price of £6.50.

"Crow"

ENTRY FORM

Name _____

Address _____

_____ Tel No _____

Car Club _____ Class* M / E / SE / N

* Please find enclosed a cheque for £4.00 payable to WEST ESSEX CAR CLUB LTD. for the Rally Round Table Top Entry.

* (Optional) Please find enclosed a cheque for £6.50 payable to SARACAD MARKETING LTD. for a copy of the Rally Round Board Game.

* Delete as appropriate

Please send your entry form and cheque(s) to:
"Crow", 48 Collingwood Road, Witham, Essex, CM8 2DZ.

PROMOTERS

West Essex Car Club Limited, with sponsorship by Saracad Marketing Limited - the distributors of the Rally Round board game, and Rally Navigation Services.

JURISDICTION

The event is governed by these regulations and the final instructions which will be issued to all entrants.

ELIGIBILITY

The event is open to all motor sport and map reading enthusiasts.

EQUIPMENT NEEDED

O.S. 1:50000 map 144 A--**, plus the usual navigational and plotting aids.

OFFICIALS

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

CLASSES

Masters Individuals who have been placed in the first 10 overall of a National Table Top Rally.

Experts Individuals, not classified as Masters, but who have competed on 4 or more previous National Table Top Rallies.

Semi-Experts Individuals, not classified as Masters, but who have competed on 1, 2 or 3 previous National Table Top Rallies.

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

EVENT TIMETABLE

Wednesday April 11th, 1990 Last date for receipt of entries.

Thursday April 12th, 1990 Final Instructions and Route Cards posted.

Saturday May 12th, 1990 Marked maps should arrive no later than Wednesday May 16th, 1990 bearing a post mark of May 12th, 1990 or earlier. Envelopes should be stamped or Post Office franked i.e. avoid using commercial meter machines.

End May, 1990 Detailed results, route card solutions, maps and awards (as appropriate) sent to all competitors.

PENALTIES

For each Time Control incorrectly recorded 1 minute

For each Passage Check missed (including wrong approach and departure)

on "Road Sections" 1 minute

on "Stages" and "Selectives" 1 second

Overall classification will be in order of fewest time penalties. Ties will be decided in favour of competitors who have completed the greater portion of sections from the start with the lesser penalty.

AWARDS

1st Overall	£30 plus Rally Round Cup* + replica
2nd Overall	£25 plus engraved award
3rd Overall	£20 plus engraved award
4th Overall	£15 plus engraved award
5th Overall	£10 plus engraved award
6th Overall	Engraved award
7th Overall	Engraved award
8th Overall	Engraved award
9th Overall	Engraved award
10th Overall	Engraved award

Additional engraved awards for overall positions at the rate of one for every 25 entries over 150.

1st Master	£10 plus engraved award
1st Expert	£10 plus engraved award
1st Semi-Expert	£10 plus engraved award
1st Novice	£10 plus engraved award

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

"Fastest" on Stages & Selectives .. Engraved Award

Last Placed Finisher Free Entry on RRTT 1991

Best WECC Engraved Award

Best Club Individual Engraved Award

For each club with at least six finishers.

Best Club Engraved Awards

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

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.

Prepared and printed using the computer equipment, supplies and services of:

SELVEN SYSTEMS:

Witham
Birmingham
York

0376-519413
021-477-3322
0904-692345

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
April/May 1990

FINAL INSTRUCTIONS

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

These finals are hopefully being sent to you a day early so that, PO willing, you'll have them before Easter.

I do hope you enjoy the contest 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 West Essex Car Club's contribution to the National Championship. Tell your non-entered colleagues what they are missing. Now down to business.

Note the following points:

- The route is to be plotted on O.S. Map 144 edition A--**.
- There are 30 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 the maximum penalty in Minutes/Seconds. This corresponds to the number of undisclosed Passage Checks(PCs) in the section. Minutes applies to Road Sections, Seconds to Stages and Selectives. 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 corresponding number of Minutes or Seconds.
- 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 not to be traversed. 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 unless stated [TR]. 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. Selectives only use yellow and white roads. Stages only use white roads.
- 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 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.
- Use tramlines to mark either side of your route. 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.
- ONLY call "Crow" 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 "Crow", 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 May 16th, 1990 bearing a post mark of May 12th, 1990 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 reverse 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 when the event finishes, so we are confident we can post the results within two weeks thereafter.

Good Plotting, hear from you soon?

"Crow"

1. "NEW" DEPARTURE (21 Minutes)

TC1 @ 144¹/₂ 052ESE to TC2 N075¹/₄ 030.

This idea doesn't work for ReD roads, but none are used anyway!

W	W	E	E	W	W	E	W	W	W	W	W	N	W	W	E
W	E	N	W	E	W	W	E	E	W	W	W	W	W	W	W
W	N	W	W	E	E	E	E	N	E	E	E	W	W	W	W
E	E	W	E	W	N	N	E	W	E	E	W	E	W	W	W
W	W	N	W	W	W	W	E	W	W	W	W	W	N	N	W
W	W	W	E	W	E	E	E	E	E	E	E	E	N	N	N
E	E	N	N	E	W										

2. SOMETHING TO CROW ABOUT (9 Minutes)

TC2 @ 075¹/₄ 030S to TC3 @ SSE951 985¹/₂.

Crow lives at the windmill in Wicklewood. His Mrs. Crow lives at the windmill in Northacre. Being a bird of natural desires, and it being Spring, he decides to visit her and....well that's another story. All you need to know is that he passed over your route at the following centimetre points from his home.

0.28	0.39	1.25	1.75	3.85	4.85	12.60	11.55	11.10	10.15	9.85	17.80
19.45	22.60	23.65	25.00	26.15	26.50						

3. WATTON EARTH IS ALL THIS ABOUT? (15 Minutes)

TC3 @ 951 985¹/₂NNW to TC4 @ S952¹/₄ 009.

Y1.96	W0.07	Y0.72	R1.75	Y1.76	B1.42	R0.83	Y2.09	W2.13	B0.49	W1.77	Y0.30
W0.98	Y0.78	B1.26	Y1.60	W0.44	Y1.15	B1.80	W0.70	B0.59	W0.51	R1.50	Y1.32
R2.60	Y5.57	R0.50	Crowshill	Y2.82	W2.45	Y0.85	W2.71	Y1.23	W0.42	B1.30	W1.00

4. 'ARROWING EXPERIENCE (15 Minutes)

TC4 @ 952¹/₄ 009E to TC5 @ W030 049¹/₄.

There are no gradient arrows on map 144, so we've worked out our own approximate inclinations. Measured as the "Crow" flies between visited spot heights.

1/716	1/613	1/436	1/572	1/199	1/780	1/59	1/144	1/1710	1/299	1/320
1/562	1/109	1/113	1/665	1/240	1/86	1/1290	1/790	1/104	1/27	1/90

5. CROSSED LINES (6 Minutes)

TC5 @ 030 049¹/₄E to TC6 @ SSW062¹/₂ 092³/₄.

5	4	5	4	4	4	4	5	5	5	5	5	6	5	6	6	6
7	7	7	7	6	7	5	5	8	6	9						

6. I'M ALL RIGHT (8 Minutes)

You'll be all right from TC6 @ 062¹/₂ 092³/₄NNE to TC7 @ ENE844¹/₄ 095¹/₂.

7. ABOVE/BELOW (9 Minutes)

TC7 @ 844¹/₄ 095¹/₂WSW to TC8 @ NW831¹/₄ 083¹/₂.

A	B	B	A	B	AA	B	A	B	AA	B	B	A	B	A	B	A	A
---	---	---	---	---	----	---	---	---	----	---	---	---	---	---	---	---	---

8. MY SWEET LORD (6 Seconds)

TC8 @ 831¹/₄ 083¹/₂SSE to TC9 @ NNE853¹/₄ 059¹/₂.

Dear "Crow",

Of caws you may use my disused airfield for your rally Special Stage in April. However to make your route more interesting you should note the following points.

The six "vertical" hangars are all joined by roads even though the O.S. map doesn't show them. Likewise the three to the North East and three to the North West of the airfield. All doors will be open on the event to provide a clear passage so make sure you use all of them. There is also now a continuous road joining the dead ends in 8407 and 8507. I shall want to watch the event from my bedroom window, so make sure the route passes on the most southerly road around my house. The crossroads is wide enough to be used twice as you requested. Don't forget to use as much of the remaining airfield after you have visited the last hangar.

Yours, Lord Land.

9. ALPHANUMERIC (6 Minutes)

TC9 @ 853¹/₄ 059¹/₂ESE to TC10 @ WSW885 056.

NS ES ES NS ES ES NE NN EE NN EN NE EN NS EE ES NS
ES EE

10. MAKES A DIFFERENCE (12 Minutes)

TC10 @ 885 056S to TC11 @ NW796¹/₄ 039.

O C L D R H H L P K K A K K Z+C V W

11. CROW ZONE FRIENDLY (16 Minutes)

TC11 @ 796¹/₄ 039ENE to TC12 @ W813¹/₂ 967³/₄.

Take the following directions at consecutive crossroads. Visit "Crow" but don't enCrowch on any A roads.

SO R R SO L R SO SO SO SO R SO R

12. DANGER AREA (34 Seconds)

TC12 @ 813¹/₂ 967³/₄E to TC13 @ SW941¹/₂ 954¹/₂ (Crows Meadow). A Selective via the following spot heights and map references.

/ ENR AAA / NA / AG / EGE AER / EEA AAA / EAD ARE / EAD ARD / GE / RR / ANE AAG / EN / GG / EED AEA /

/ NA / EAR AGA / EAE AEG / GA / GA / NG / AA / EAR AGD / ENE ANR / EGA ADA / GE / EA / EAD EEA /

/ EAG ERE / EA / EN / ADE EAD / ANN ADD / ADR ANE / AAD ADE / EA / EAA EAA / EAR ADD / ERA ADG /

/ EER AAR / GA / RN / ANN AGD / AND AED / ER /

13. JUNKTION (18 Minutes)

TC13 @ 941¹/₂ 954¹/₂NE to TC14 @ SW093¹/₂ 026¹/₄ via the following junctions (with a few spot heights to help).
[TR]

5 2 3 3 3 2 2 2 3 2 3 2 3 3 3 2 4 4 3 3 3 3 3 3 3 3 (33) 3 2 2 3 3 3 3 4 3 2 2 2 3 3 3 (32) 2 3 3 3 3 4 4 2 3 3 3 3 2 4 3 2
3 3 2 3 3 2 2 3 2 3 3 4 2 2 4 2 2 3 3 4 3 3 3 4 3 2 3 3 4 2 (47) 2 3 2 3 2 2 2 3 2 3 3 4 3 4 3 4 4 4 2 2 3 4 3 2 3 2 3 2 3 2 4

14. MAKING YOU CROSS? (17 Minutes)

TC14 @ 093¹/₂ 026¹/₄SE to TC15 @ W116¹/₄ 002.

There are many level crossings on map 144. Measure the distance to them from the graticle in 1403 and rank them from nearest to furthest from the graticle. Visit only the following level crossings in the order shown, where each number represents it's ranked distance:

3 2 1 9 19 16 15 20 23 12 10 8 6 5 4

15. CONTOURED ROMAN ROUTE (11 Minutes)

TC15 @ 116¹/₄ 002SSE to TC16 @ N157¹/₂ 999.

L L L L L L L L L X L X L X L X L X L L L L L L L ? L ? L L L L L L L L L L L L XL XL L L L L L L L L L L

16. A NICE OUTING (25 Minutes)

TC16 @ 157¹/₂ 999W to TC17 @ W128¹/₂ 918¹/₂.

Proceed via the following kilometre squares:

ESWESWEWSWEWWSESEESSWWNEWWSWNWSNWEWNWNWSWESNSWSNWW
SSWSEENSWSWWESENSSEENWNENNWNENESEESWEESWSWEENEENNWE

17. THE PLOT THICKENS (8 Minutes)

TC17 @ 128¹/₂ 918¹/₂ to TC18 @ E078³/₄ 839¹/₂.

Avoid the following map references (75m radius), but use them in plotting your route! Stay in South Norfolk district.

134 843 155³/₄ 850¹/₂ 160¹/₄ 917¹/₂ 091 857¹/₂ 137³/₄ 919 160¹/₂ 898¹/₂
163¹/₂ 869¹/₂ 143³/₄ 889¹/₂ 154³/₄ 892 146¹/₄ 856³/₄ 135 895¹/₄ 104¹/₄ 848
165¹/₂ 864¹/₂ 105¹/₂ 840¹/₂

18. IT'LL BE ALL WHITE ON THE NIGHT (19 Seconds)

TC18 @ 078³/₄ 839¹/₂WNW to TC19 @ ENE056¹/₂ 854 (Special Stage).

0.69 0.17 0.22 0.23 0.31 0.18 0.29 0.40 0.28 0.90 0.87 0.18
0.71 0.65 0.20 0.27 0.39 0.33 0.22



19. FFFFIDDLY FRACTIONS (14 Minutes)

TC19 @ 056¹/₂ 854W to TC20 @ S082¹/₄ 807¹/₄

0 3/4 1/4 2 1 0 1 0 1 0 0
2 0 0 1 0 0 1 0 1 0 1/4
0 1 1 0 1/4 0 0 3/4 2 1/4 3 1/4 2
1 0 1 2 0 2 1 0 1 3 1
1 0 0 2 1/4 1 3/4 0 2

20. RALLY ROUND I (14 Minutes)

TC20 @ 082¹/₄ 807¹/₄ E to TC21 @ NE137¹/₄ 758.

Use as much of each letter (not to scale) in RALLY ROUND opposite on your route.

21. BAD "NEWS" (16 Minutes)

TC21 @ 137¹/₄ 758SSE to TC22 @ E100 714.

W	N	E	W	N	E	W	E	N	W	N	E	S	E	N	E	E
N	W	W	E	N	W	S	E	N	E	W	E	N	E	N	W	N
S	N	E	W	N	N	N	E	S	E	S	N	E	W	E	N	E
N	S	E	N	E	E/W	E	S	N	E	N	E	S	E	N	W	E
N	E	N	E	N	E	N	S									

22. ABsee (10 Minutes)

TC22 @ 100 714WNW to TC23 @ ENE090 770.

List all the unique A and B road numbers on the *sheet* in ascending order. Call the lowest number a, the next highest b etc. For example, if the sheet contained roads A234, A1122, B65, A126 you would have a = 65, b = 126, c = 234, d = 1122. Now go via the following points:

t - i	(z - h)*q + x - u	y - i - d + c
w - o + b	(b*h) - (d - c)*i + e - b + v - s	(b*w) + b - a - o + m
u*(a + b) - g + f - w + o	(z - h)*i + d - b + a - e + d	(a*a*g) - (b*c) - b
(e - b)*y - c + p - m	(f*c) + d + b + v - q	u - m + x - s
z - q + u - m	x - r + v - m	v - p + x - t
v - l + t - m		

23. RAC RALLY 1989 (15 Minutes)

TC23 @ 090 770 to TC24 @ N031¹/₂ 755 via the following only.

Shepherdshield, Cropton, Pundershaw, Redesdale 1, British Steel Humberside, Grizedale 1, Luk Clumber 2
Clipstone 2, Castle O'er, Redesdale 2, Twiglees, Elibank, Comb, Harwood, Grizedale 2, Wykeham 1

24. MARKS & SPENCERS? (13 Minutes)

TC24 @ 031¹/₂ 755W to TC25 @ N947¹/₂ 708¹/₂.

(MS)	MS	<u>MS</u>	MS	MS	MS	MS	<u>MS</u>	MS	m	MS	M
M	<u>MS</u>	MS	MS	<u>MS</u>	MS	<u>MS</u>	MS	<u>MS</u>	m	<u>MS</u>	MS
s	S	MS									

25. COLOURED OVER (13 Minutes)

TC25 @ 947¹/₂ 708¹/₂S to TC26 @ W985³/₄ 817³/₄. Ignore contours, grid lines and public rights of way.

Bk/R	Bk/R	BI/R	R//W	R/BI	Bk/Y	Y//BI	R//W	W/BI	W//BI	Bk/R
Bk/W	W/BI	Y//BI	Bk/Y	Bk/R	Bk/W	Y//BI	Bk/W	BI/W	W//BI	Y//BI
BI/W	Bk/Y	BI/Y	Bk/Y	Bk/Y	BI/Y	BI/Y	Bk/Y	Bk/W	Bk/W	BI/Y
BI/Y	Bk/Y//BI	Y/BI	Bk/W	Bk/R	Bk/R	Bk/Y	Bk/W			

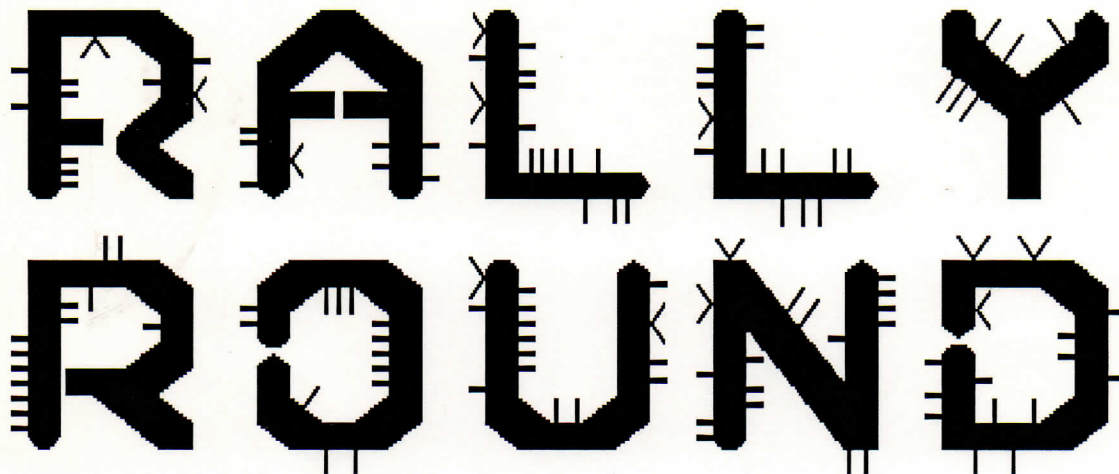
26. DATE BAIT (10 Minutes)

TC26 @ 985³/₄ 817³/₄E to TC 27 @ ESE992³/₄ 850¹/₂.

april 1st	september 1st	may 1st	January 4th
August 5th	August 3rd	december 5th	October 2nd
October 7th	November 2nd	march 1st	November 5th
September 4th	october 1st	JUNE 3rd	September 6th
November 7th	April 3rd	March 5th	february 3rd
december 8th	July 3rd	February 1st	

27. RALLY ROUND 2 (26 Minutes)

TC27 @ 992³/₄ 850¹/₂NNE to TC28 @ S840¹/₂ 721.



28. RALLY NAVIGATIONAL SURPRISES (21 Seconds)

TC28 @ 840¹/₂ 721E to TC29 @ E825³/₄ 741¹/₂.

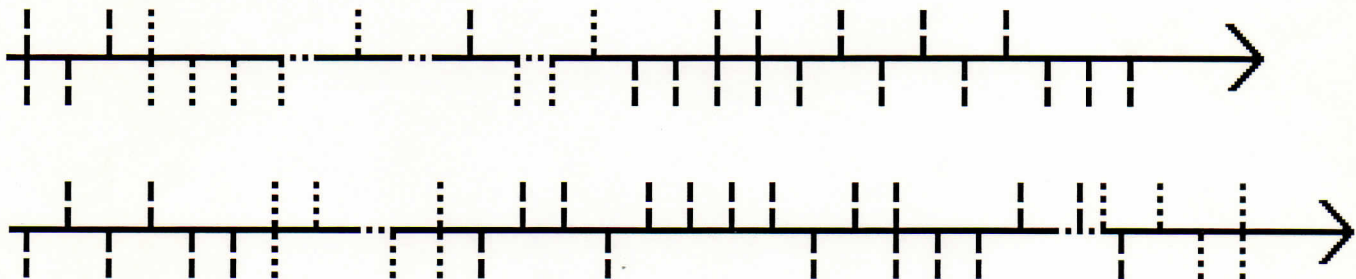
PATHFINDER NELLY LANGER PARK PEGASUS RALLY ROUND

Complete the first half of this Special Stage by using the compass directions (not in order) in the National Table Top events as departures from junctions.

Complete the second half of the Stage by using the directions of turning (i.e. Right, Left, Straight on)(not in order) in the National Table Top events.

29. PATHFINDER (18 Minutes)

TC29 @ 825³/₄ 741¹/₂N to TC30 @ SSW855¹/₂ 844. You may use the unmarked road from 786¹/₂ 730³/₄ to 783¹/₄ 734.



30. FRENCH LETTERS (22 Minutes)

TC30 @ 855¹/₂ 844N to TC31 @ N785³/₄ 851¹/₂ (Finish - Brandon Country Park)

UD HQCHSQ HQSHSN HTZHSN DS TC TD UD HUQHNU/D HUTHNQ HUSNZD HUQNUH
NE/TQ/PAS HZDNTN NE/US/PAS SSQNTN SSSNTU SHHND S SHUNDT SSCNUS SSTHNN
SSSNZQ SHSNZS SNSNUD HUTNZU HZTHNH NE/US/PAS NE/N/PAS S QU

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
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Final Entry List / Overall Positions

Masters

M1	Pete James	Cheltenham MC	5
M2	Malcolm S Price	-	7
M3*	Dave Bell	SCCON	4
M4*	Geoff White	ECMC	14
M5*	Richard Strawson	West Essex CC	24
M6	Terry Croucher	CSMA (Leeds)	60
M7	John Booter	Craven MC	-
M8	Roger Lintott	Southsea MC	6
M9	Andrew Crocombe	-	23
M10	David Cherrill	-	26
M11*	Mick Wicks	South Hams MC	28
M12*	Kevin Watkins	Forest of Dean	21
M13*	Bob Muttram	Dolphin MC	29
M14	H R Simpson	CSMA	9
M15	Mrs Bridget Lewis	Oxford MC	18
M16	Mike Biss	CSMA(N E London)	11
M17	Miss Sarah M Crane	Plymouth MC	32
M18	Phil Wrigley	Plymouth MC	35
M19	Mrs Brenda Ward	-	-
M20	Colin J Hensman	Propellers MC	15
M21	Paul Lewis	Tavern MC	-
M22	Philip Bird	Cheltenham MC	3
M23	Martin Rea	-	1
M24	Doug Heard	Tynemouth	2
M25	Richard Norbury	Alwoodley MC	10
M26	J M Foster	Northallerton	-
M27	Andy Turnbull	Otley	17
M28	Mick Lowe	Matlock	22
M29*	Tim Hare	Bedford	16
M30	Alison Jennings	Otley	63
M31	Graham Lister	Otley	-

E31*	Peter Harbord	-	20
E32	Colin Jeffs	-	66
E33	Patrick Gosden	-	-
E34	John T Travis	Darlington	30
E35	J P Kitts	-	49
E36	Dave Arkle	CSMA	56
E37	Mrs Jennie Gilmour	CSMA (Farnbro')	-
E38	Keith D Briggs	CSMA	46
E39	Philip A Senior	Morecombe	-
E40	Pete Smith	-	43

Semi-Experts

SE1	Mrs J Elliot	Alwoodley MC	25
SE2	Dean Taylor	Wessex MC	-
SE3	Russell Moore	Bury AC	-
SE4*	Paul Hernaman	West Essex CC	-
SE5	Dr Gillian Goodlass	-	51
SE6	Mick Goddard	CSMA	8
SE7	Peter Wild	Wessex MC	N/F
SE8	Mrs D McGiffin	Devizes	-
SE9	D Williamson	Devizes	-
SE10	W Short	Devizes	-
SE11	David Pritchard	Wessex MC	-
SE12	P R A Rennie	Wessex MC	44
SE13	Andy Coshan	Wessex MC	67
SE14	Matt Gage	Wessex MC	27
SE15	John Wilcock	Wessex MC	34
SE16	Keith Norman	Oxford MC	31
SE17	Colin Lampard	CSMA	57
SE18	Tony Nicholson	-	53
SE19	A Piper	CSMA	-
SE20	Robert Girvan	CSMA	55
SE21	Martyn Shakespeare	-	33

Experts

E1	Graham Ford	Cheltenham MC	70
E2*	Peter R Lear	Hants & Berks	50
E3	David Keetley	CSMA	62
E4	M F Barrett	-	58
E5	Don Clarke	CSMA	19
E6	Ron Babbs	CSMA	-
E7	Peter R Compton	-	-
E8	E R Turnbull	-	71
E9	John Allcorn	CSMA	39
E10	D Bleakley	CSMA	54
E11	Carol Moulton	CSMA (London NW)	40
E12	Mrs Christine White	-	48
E13	Mark Goodman	Bedford	36
E14	Paul M Clothier	CSMA (Farnbro')	-
E15	Henry Carr	Ilkley DMC	65
E16	Robin Hernaman	West Essex CC	-
E17	Paul Burns	Keighley DMC	38
E18	D A Ogdén	061MC	13
E19	Dave Watts	NWBMC	-
E20	John Watson	CSMA	37
E21	Sean C Austin	-	69
E22	Simon Ott	Central Sussex MC	47
E23	G H Ware	Eastwood DMC	68
E24*	Tim Kent-Phillips	-	-
E25	Norman Nicolson	CSMA	45
E26	Peter Claughton	-	42
E27*	Steve Roberts	Land Rover Series II	64
E28	Jim Perkins	CSMA	12
E29*	Tim Vassie	NWBMC	41
E30*	Richard Rowland	-	-

Novices

N1	Miss F M Page	-	-
N2	Owen O'Neill Jnr.	Cork	-
N3	T N Tipton	-	-
N4	Gary Nicholls	West Essex CC	-
N5	Catherine Roberts	Wessex MC	59
N6	Carol Barry	-	-
N7	Guy Livingston	Central Sussex MC	52
N8	Rob Hick	Devizes	-
N9	T J Findlow	-	-
N10	R Pritchard	Bury AC	61
N11	Gary Zoller	-	-

The numbers on the right are this year's overall position.
 * Competitors on all previous Rally Round Table Tops (Thanks!)

"Eventually 103 entries after a little spurt around closing day - Still down on last year!"

RALLY ROUND NATIONAL TABLE TOP 1990 RESULTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	S/S	TOT	CI	O/A			
M1	1	.	.	.	.	.	1	.	.	.	1	.	.	.	.	.	.	.	3	.	3	.	.	.	.	.	(2)	.	1	0.02	10.02	-	5	M1
M2	.	.	.	.	.	.	1	.	.	.	.	(1)	.	.	.	.	.	.	1	2	5	.	1	.	1	.	.	.	1	0.01	12.01	-	7	M2
M3	.	.	.	.	.	.	1	(2)	.	.	.	.	1	.	1	.	1	.	.	2	3	.	1	.	.	.	.	.	.	0.02	10.02	-	4	M3
M4	.	.	.	1	.	.	.	.	.	2	.	(1)	.	1	3	.	.	.	1	2	7	.	3	.	.	.	.	.	2	0.01	22.01	2	14	M4
M5	.	.	.	.	.	.	.	(6)	.	.	6	(34)	.	1	.	.	4	(19)	.	2	12	.	.	.	.	7	(21)	2	1.20	35.20	10	24	M5	
M6	20	.	.	.	.	.	.	.	2	3	8	.	.	5	.	.	3	.	13	8	12	.	15	9	.	10	(2)	1	2	0.02	111.02	16	60	M6
M7	M7	
M8	1	.	.	.	2	1	.	6	1	-	11.00	-	6	M8		
M9	.	1	.	.	.	.	1	(5)	.	.	2	.	.	.	.	.	.	.	11	.	15	.	.	.	.	.	(10)	.	1	0.15	31.15	9	23	M9
M10	2	.	.	.	.	.	2	.	.	.	5	(3)	1	.	.	.	1	.	5	3	14	.	2	.	2	.	.	.	1	0.03	38.03	11	26	M10
M11	1	.	.	.	.	.	.	.	.	3	.	.	2	.	2	.	2	.	10	4	14	.	.	.	.	.	.	.	2	-	40.00	12	28	M11
M12	.	.	.	.	.	.	.	(1)	.	3	1	.	.	.	.	.	.	(5)	.	8	14	.	.	2	.	.	.	2	1	0.01	31.06	7	21	M12
M13	.	.	.	.	.	.	1	(1)	.	.	5	(4)	.	.	3	.	1	.	9	.	10	.	.	11	.	.	.	.	2	0.05	42.05	13	29	M13
M14	1	.	.	.	.	.	.	.	.	.	.	(1)	.	1	3	.	.	.	.	.	7	.	.	1	.	.	.	.	1	0.01	14.01	-	9	M14
M15	.	.	.	.	.	.	1	.	.	.	5	.	1	.	2	.	1	.	.	2	11	.	.	1	1	1	(2)	.	3	0.02	29.02	6	18	M15
M16	1	.	.	.	6	(2)	.	.	1	.	.	.	5	1	1	2	0.02	17.02	1	11	M16		
M17	21	.	.	.	.	.	.	(2)	.	3	6	.	.	1	.	.	.	.	.	.	7	.	.	.	.	7	.	.	.	0.02	45.02	14	32	M17
M18	21	.	.	.	.	.	1	(2)	.	3	6	.	.	1	.	.	.	.	.	.	9	.	.	1	.	9	(10)	.	1	0.12	52.12	15	35	M18
M19	M19	
M20	(2)	.	3	1	.	.	1	2	10	.	9	1	0.02	27.02	3	15	M20		
M21	M21
M22	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	3	3	.	.	.	.	.	.	(2)	.	.	0.02	8.02	-	3	M22
M23	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	.	.	.	.	.	(2)	.	.	0.02	2.02	-	1	M23
M24	.	.	.	.	.	.	.	.	.	3	.	.	.	1	1	.	.	.	.	.	.	.	.	1	.	.	(2)	2	.	0.02	8.02	-	2	M24
M25	.	.	.	.	.	.	.	.	.	.	.	(1)	.	.	.	.	1	.	1	.	11	.	.	.	.	.	.	2	2	0.01	17.01	-	10	M25
M26	M26
M27	.	.	.	.	.	.	.	.	.	.	3	(1)	1	1	1	.	.	.	14	6	.	.	.	.	.	.	(2)	2	.	0.03	28.03	5	17	M27
M28	.	.	.	.	.	.	1	(5)	.	.	.	(4)	.	1	1	.	.	.	8	.	13	.	.	3	.	.	.	4	.	0.09	31.09	8	22	M28
M29	2	7	4	13	2	.	-	28.00	4	16	M29		
M30	3	.	.	.	.	.	.	(1)	.	.	2	.	.	12	2	.	.	.	14	8	16	.	.	13	.	10	(21)	18	22	0.22	120.22	17	63	M30
M31	M31
E1	1	4	(1)	6	12	.	16	(1)	18	16	11	25	8	(19)	14	14	16	10	15	13	13	10	26	(21)	18	22	0.42	288.42	29	70	E1		
E2	.	.	1	.	.	1	(2)	6	.	.	1	(2)	.	1	1	.	.	.	14	6	16	.	15	.	.	10	.	(12)	2	2	0.16	76.16	19	50	E2		
E3	6	1	(1)	.	.	.	4	(1)	17	.	1	2	1	.	12	6	14	9	10	12	.	.	21	(8)	1	3	0.10	120.10	23	62	E3		
E4	3	.	.	.	1	.	(1)	4	.	.	5	4	.	12	8	15	.	15	12	.	.	2	.	2	22	0.01	105.01	22	58	E4		
E5	2	1	(5)	(2)	1	.	1	.	4	.	3	5	9	3	.	0.07	29.07	3	19	E5		
E6	E6
E7	E7
E8	21	.	.	15	.	8	9	(6)	6	12	15	(34)	18	1	11	.	7	(14)	14	14	16	10	15	13	13	10	26	(21)	18	22	1.15	295.15	30	71	E8		

RALLY ROUND NATIONAL TABLE TOP 1990 RESULTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	S/S	TOT	CI	O/A						
E9	.	.	.	.	.	.	.	.	.	.	6	.	1	.	.	.	3	.	8	7	14	.	14	.	.	1	.	.	2	2	0.00	58.00	9	39	E9
E10	1	7	.	.	.	.	2	(3)	.	.	4	(2)	.	1	1	.	5	.	11	6	15	6	.	10	1	10	2	(9)	6	2	0.14	90.14	20	54	E10	
E11	3	.	.	.	.	.	.	(1)	.	.	10	(4)	15	.	1	.	1	.	8	8	10	.	.	.	.	.	.	(7)	2	1	0.12	59.12	10	40	E11
E12	.	.	.	.	.	.	1	(1)	.	.	15	(1)	.	4	.	.	6	.	14	.	16	.	15	.	.	.	.	(9)	1	1	0.11	73.11	17	48	E12
E13	14	.	.	.	.	.	.	(1)	.	3	1	.	.	1	.	.	.	.	10	9	11	.	.	1	.	.	.	.	2	1	0.01	53.01	6	36	E13
E14	E14				
E15	.	.	.	3	.	.	1	(1)	6	.	16	(3)	3	.	11	.	8	.	14	9	16	10	.	13	.	10	.	(21)	2	4	0.25	126.25	25	65	E15					
E16	E16				
E17	5	.	.	3	1	.	.	1	2	.	1	.	11	.	16	.	4	12	1	-	57.00	8	38	E17	
E18	.	.	.	.	.	.	1	(2)	.	.	4	.	.	4	.	.	5	.	1	3	.	.	.	.	.	.	.	(7)	2	1	0.09	21.09	2	13	E18
E19	E19			
E20	.	.	.	.	.	.	1	.	.	3	.	(34)	.	1	.	.	6	.	9	4	12	1	12	3	.	1	1	(7)	2	.	0.41	56.41	7	37	E20
E21	21	9	.	.	.	.	9	(6)	6	3	16	.	18	16	11	.	3	(19)	14	2	16	10	.	13	.	10	16	(21)	18	1	0.46	212.46	28	69	E21	
E22	2	.	.	.	.	.	.	(1)	6	.	.	(2)	.	.	.	.	.	.	12	7	14	.	.	10	.	.	.	(2)	2	20	0.05	73.05	16	47	E22
E23	21	.	.	1	.	.	1	(5)	.	3	.	(1)	.	16	6	.	1	.	14	14	16	10	15	13	.	10	17	(12)	10	22	0.18	190.18	27	68	E23					
E24	E24			
E25	2	.	.	.	.	.	.	(6)	.	.	.	(2)	.	1	2	.	5	.	14	7	16	1	13	4	1	.	.	(7)	3	2	0.15	71.15	14	45	E25
E26	1	.	.	1	.	.	5	(1)	.	3	1	.	1	.	2	.	6	.	4	4	12	.	.	11	1	8	.	(2)	4	2	0.03	66.03	12	42	E26					
E27	21	2	1	.	.	.	4	(3)	.	.	16	(7)	18	.	3	.	4	.	14	4	16	.	.	13	2	.	.	(13)	1	4	0.23	123.23	24	64	E27					
E28	1	.	.	.	1	(3)	.	4	.	.	1	(10)	9	1	0.13	17.13	1	12	E28
E29	18	.	.	.	.	.	1	.	.	3	.	.	.	3	1	.	4	.	9	6	10	.	.	.	1	5	.	(2)	1	1	0.02	63.02	11	41	E29
E30	E30			
E31	1	.	.	1	.	(1)	2	.	1	.	4	.	2	2	13	5	0.01	31.01	4	20	E31	
E32	21	.	.	.	6	.	9	(1)	2	.	11	.	2	.	.	6	.	14	2	16	10	.	13	.	10	.	(21)	18	0.22	140.22	26	66	E32		
E33	E33			
E34	.	.	1	.	.	.	1	(1)	2	1	.	.	1	.	14	3	16	.	.	4	1	0.01	44.01	5	30	E34	
E35	2	.	1	1	.	.	1	(6)	.	.	.	.	.	1	2	.	1	.	10	6	15	7	2	9	.	10	.	(5)	4	2	0.11	74.11	18	49	E35
E36	1	1	.	.	.	.	1	(6)	.	.	16	(1)	18	.	.	.	5	.	14	2	16	.	.	13	.	10	2	(21)	.	1	0.28	100.28	21	56	E36	
E37	E73			
E38	1	1	.	.	.	6	.	1	1	2	.	1	.	14	1	16	.	15	13	.	.	.	(13)	0.13	72.13	15	46	E38		
E39	E39			
E40	21	1	2	(1)	.	3	.	(2)	5	.	4	7	14	.	.	12	.	.	.	(6)	0.09	69.09	13	43	E40		
SE1	(5)	1	2	.	.	6	.	11	4	8	1	0.05	36.05	1	25	SE1		
SE2	SE2			
SE3	SE3			
SE4	SE4			
SE5	.	.	.	.	.	.	.	(2)	.	3	.	.	.	1	1	.	7	.	14	.	16	1	15	.	.	.	.	(4)	1	22	0.06	81.06	7	51	SE5
SE6	1	.	3	3	-	14.00	-	8	SE6				
SE7	2	.	.	.	.	.	.	.	6	3	2	.	.	1	2	.	7	.	14	.	16	.	.	12	1	10	.	.	2	2	-	80.00	*	*	SE7

RALLY ROUND NATIONAL TABLE TOP 1990 RESULTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	S/S	TOT	CI	O/A				
SE8																																				SE8		
SE9																																				SE9		
SE10																																				SE10		
SE11																																				SE11		
SE12	.	1	.	.	.	.	.	(1)	.	.	.	(5)	.	4	.	.	.	.	14	7	16	1	3	13	.	10	.	(18)	1	.	0.24	70.24	6	44	SE12
SE13	.	1	.	.	6	.	.	(1)	.	.	.	.	1	2	2	.	4	.	14	14	16	10	15	13	13	10	26	(21)	18	22	0.22	187.22	11	67	SE13
SE14	2	1	.	.	.	.	.	.	.	.	4	(1)	.	.	1	.	6	.	.	4	15	.	.	.	.	1	.	(2)	3	2	0.03	39.03	2	27	SE14
SE15	1	.	.	.	.	.	1	(1)	.	.	.	(3)	2	1	.	.	2	(2)	1	7	16	.	2	2	.	.	.	.	3	7	0.06	45.06	5	34	SE15
SE16	.	.	.	.	.	.	.	(5)	.	.	1	.	.	1	2	.	5	.	9	1	13	.	.	.	.	10	.	(3)	1	1	0.08	44.08	3	31	SE16
SE17	.	.	.	.	.	.	1	(2)	.	.	9	(1)	1	3	2	.	4	.	14	6	8	.	15	13	.	2	.	(2)	18	5	0.05	101.05	10	57	SE17
SE18	.	.	.	.	.	.	.	(2)	.	.	.	.	13	5	.	.	8	(8)	14	4	16	.	15	.	.	10	.	(21)	.	1	0.31	86.31	8	53	SE18
SE19																																			SE19			
SE20	.	.	.	1	.	.	6	(6)	.	.	5	(4)	1	1	2	.	7	.	12	11	16	.	2	2	3	10	9	(2)	3	1	0.12	92.12	9	55	SE20			
SE21	.	.	.	.	.	.	.	(1)	.	3	.	(2)	.	.	1	.	6	.	9	1	7	.	11	4	1	.	.	(2)	2	.	0.05	45.05	4	33	SE21
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	S/S	TOT	CI	O/A				
N1																																				N1		
N2																																					N2	
N3																																						N3
N4																																						N4
N5	.	.	1	1	.	.	3	(4)	.	.	.	.	.	1	.	.	1	.	14	.	16	8	2	13	.	10	18	(21)	18	1	0.25	107.25	2	59	N5
N6																																					N6	
N7	1	.	.	.	.	2	.	(5)	4	.	.	.	5	2	.	1	.	.	12	7	14	.	.	11	2	.	1	(2)	3	17	0.07	82.07	1	52	N7
N8																																					N8	
N9																																					N9	
N10	20	1	1	.	.	2	1	(5)	.	.	11	.	.	1	.	.	7	.	8	6	12	1	.	11	1	10	18	(11)	2	1	0.16	114.16	3	61	N10			
N11																																					N11	

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND National Table Top Rally
April/May 1990
HEADLINES

May 22nd, 1990

Results were produced in record time again, but we delayed despatch so that we could mail the final championship positions at the same time.

By all accounts you enjoyed the RRTT and as usual I have flooded you with statistics and information about the event. Overall you thought it easier than previous years. This was deliberate in order to encourage a high return of maps. We achieved this (70% of maps returned), albeit a number of re-counts were necessary to separate some positions. One lesson to be learned - if you want a hot holiday in 1991 book it for the period of the RRTT, we always seem to clash with the good weather, but please take the RRTT with you to the beach!

Throughout the marking I was generous when it came to conflicts on shortest route. If there was an obvious or measurable distance (0.05km) between routes, the alternatives were not allowed. The PCs were placed at strategic points geared towards the route card solution. If you wandered off route between points you were not penalised. I believe this approach aids faster results and rewards those who cracked the problem, but were a little casual about putting it down on the map. Conversely, if your tramlining on a tricky passage-checked loop was not well-defined you were docked a minute/second.

Many of you missed the map return deadline i.e. postmarked 12th or earlier and arrive no later than the 16th. A good number arrived with postmarks of May 13th, 14th and 15th and some late arrivals with unreadable postmarks. The quality of excuses was quite good, but after external consultation I decided to draw the line at the 15th being too late. Because the post and marking can be a bit vague, next year I will change the deadline arrangements.

Congratulations to all the leading contenders and award winners below. Cheques and pots will be with you as soon as the engraving is complete.

Special congratulations to our clear winner, Martin Rea who is also our 1989/90 Champion.

"Crow"

Roll of Honour

1st Overall	M23	Martin Rea	2.02	£30 + Rally Round Cup + engraved award
2nd Overall	M24	Doug Heard	8.02	£25 + engraved award
3rd Overall	M22	Philip Bird	8.02	£20 + engraved award
4th Overall	M3	Dave Bell	10.02	£15 + engraved award
5th Overall	M1	Pete James	10.02	£10 + engraved award
6th Overall	M8	Roger Lintott	11.00	Engraved award
7th Overall	M2	Malcolm Price	12.01	Engraved award
8th Overall	SE6	Mick Goddard	14.00	Engraved award
9th Overall	M14	H R Simpson	14.01	Engraved award
10th Overall	M25	Richard Norbury	17.01	Engraved award
1st Master	M16	Mike Biss	17.02	£10 + engraved award
1st Expert	E28	Jim Perkins	17.13	£10 + engraved award
1st Semi-Expert	SE1	Mrs J Elliot	36.05	£10 + engraved award
1st Novice	N7	Guy Livingston	82.07	£10 + engraved award
Fastest S & S	M29	Tim Hare	28.00	Engraved award
(There were five that qualified for this award with zero penalties, I decided to give it to the best non-award winning competitor)				
Last Placed	E8	E R Turnbull	295.15	Free Entry on RRTT 1991
Best WECC	M5	Richard Strawson	35.20	Engraved award
Best Team		Wessex MC	154.33	Engraved awards
		(P R A Rennie, Matt Gage, John Wilcock)		

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
April/May 1990
ROUTE CARD SOLUTIONS

1. "NEW" DEPARTURE

The clues were in the "NEW" and ReD, so the route card only works for brown, white and yellow roads! The route card showed the new colour of the departure road at each junction or change of road colour. Some missed PC1S by using the road through 090 043¹/₂ which was broken by a path. At PC1N only a departure direction was necessary since it was possible to comply with the instructions by crossing the B road or taking the longer route via the yellow.

2. SOMETHING TO CROW ABOUT

Just a measuring exercise making sure that you got the crossings in the right order.

3. WATTON EARTH IS ALL THIS ABOUT?

Measurements required again here, this time traversing the length in kilometres of road colours.

4. 'ARROWING EXPERIENCE

Starting from the spot height at TC4, you had to visit subsequent spot heights using a notional gradient based upon the straight line distance to the spot height and the change in height.

The spot heights and inter-distances were:

58(2.865)62(1.84)59(1.745)55(1.715)58(1.39)51(3.12)55(0.65)44(3.02)65(1.71)66(1.495)71(0.96)68(2.25)64(1.09)
54(1.13)64(0.665)65(2.635)54(0.77)45(2.58)47(0.79)48(1.45)34(0.355)47(1.265)33

giving gradients of:

2.865/(62-58) 1.84/(62-59) 1.745/(59-55) 1.715/(58-55) 1.39/(58-51) 3.12/(55-51) 0.65/(55-44) 3.02/(65-44)
1.71/(66-65) 1.495/(71-66) 0.96/(71-68) 2.25/(68-64) 1.09/(64-54) 1.13/(64-54) 0.665/(65-64) 2.635/(65-54)
0.77/(54-45) 2.58/(47-45) 0.79/(48-47) 1.45/(48-34) 0.355/(47-34) 1.265/(47-33)

5. CROSSED LINES

Just an area of the map where Northings and Eastings were very similar. Your task being to work out what was what. 05N, 04E, 05N, 04E, 04N, 04E, 04N, 05E, 05N, 05E, 05E, 05N, 06E, 05N, 06N, 06N, 06N, 07E, 07N, 07E, 07N, 06E, 07N, 05E, 05E, 08N, 06E, 09N.

6. I'M ALL RIGHT

Keep right at every junction from TC6 to TC7. Care required in squares 9809 and 9208.

7. ABOVE/BELOW

A variant on the oft-used scheme of Overs/Unders but turned upside down as Belows/Aboves. A(ETL), B(White), B(A1065), A(Yellow), B(dismantled railway), AA(Dual Carriageway A47), B(Yellow), A(Yellow), B(A1065), AA(Dual Carriageway A47), B(dismantled railway), B(dismantled railway), A(dismantled railway), B(dismantled railway), A(ETL), B(dismantled railway), A(ETL), A(ETL). PC7B was a common error, the white was shorter than continuing along the dual carriageway.

8. MY SWEET LORD

It was a stage so white roads only. The route description should have got you through the rest. The house could only have been at 844 066¹/₂.

9. ALPHANUMERIC

The clues were ALPHAbetic, the answers were NUMERIC grid line numbers.

NS(Nil,Six), ES(Eight,Six), ES(Eight,Six), NS(Nil,Seven), ES(Eight,Six), ES(Eight,Seven), NE(Nil,Eight), NN(Nil,Nine), EE(Eight,Eight), NN(Nil,Nine), EN(Eight,Nine), NE(Nil,Eight), EN(Eight,Nine), NS(Nil,Seven), EE(Eight,Eight), ES(Eight,Seven), NS(Nil,Six), ES(Eight,Seven), EE(Eight,Eight).

10. MAKES A DIFFERENCE

The numerical difference between spot heights was converted to letters of the alphabet. The spot heights were 79, 64, 67, 55, 51, 33, 41, 49, 37, 53, 42, 53, 52, 41, 52, 23, 45, 22. So 79-64=15th letter=O, 67-64=3rd letter=C etc. Note 52-23=29th letter=26th letter+3rd letter=Z + C. PC10E, F and G were common errors either by not following shortest route or not passing through sh 53.

11. CROW ZONE FRIENDLY

The crossroads were in the following squares: 7903(SO), 7902(R), 7802(R), 7800(SO), 7900(L), 8002(R), 8101(SO), 8101(SO), 7999(SO), 7799(SO), 7898(R), 8095(SO), 8097(R).

12. DANGER AREA

A code where DANGERAREA = 0123456789. Thought required to resolve the right A's, E's and R's. The resultant points were: 825 969, 21, 13, 834 947, 841 961, 860 954, 890 970, 34, 57, 924 963, 42, 33, 880 949, 26, 867 939, 868 943, 39, 31, 23, 19, 817 930, 828 927, 831 909, 34, 41, 860 881, 893 878, 41, 42, 904 890, 922 900, 907 924, 910 908, 41, 899 899, 895 900, 879 903, 885 915, 36, 52, 922 930, 920 940, 47.

13. JUNKTION

This was a TR section i.e. Through Roads needed to be considered. The numbers represented the number of roads at each junction, including No Through Roads.

14. MAKING YOU CROSS?

Getting the ranked order of level crossings was not difficult so long as you noted the LCs on the Norwich to Stowmarket line and ignored the one I missed in GS 1587. Thereafter getting the crossings to fit in the right order required a bit of route juggling. There was no approach direction required for PC14E since some of you were concerned about turing right at the end of the dual carriageway at 082 979. The fairest way of dealing with the missing LC was to scrub PC14K.

15. CONTOURED ROMAN ROUTE

The Roman Numerals converted to the contour lines that you had to cross. Not taking the shortest route through the middle section caught out a few.

16. A NICE OUTING

The direction of leaving kilometre squares, just a lot of them. Few errors recorded here.

17. THE PLOT THICKENS

Plotting the avoid references gave you the letters of the instructions GO ONLY VIA SHS 54. There were three of them en route to TC18. The reference 091 857¹/₂ should have been 091 858¹/₂, but if you solved the problem this did not cause a problem.

18. IT'LL BE ALL WHITE ON THE NIGHT

White roads only as it was a Stage. Simply the kilometre distance between each white junction.

19. FFFFFIDDLY SECTION

You had to visit squares which had the right number of F's in them. When the top bar of an F just fell into or touched an adjacent square it was counted as either a ¹/₄ or ³/₄ of the letter. There was a missing ¹/₄ at the end of the third line, but if you'd got that far you probably realised this was thrown in to make you think a bit longer!

20. RALLY ROUND I

The wiggly letters were tracings of certain road complexes in the area. All the diagrams were not to scale, the shapes were right but some were a bit careless about plotting the **N**, which was in squares 1378, 1478, 1377 and 1477.

21. BAD "NEWS"

Not North, South, East, West but N=cross Northing, E=cross Easting, W=enter White road, S=Spot height. The least correctly answered of them all, which decided the top placings.

22. ABsee

Did you get all the classified roads, including the A855 and B885 on the key - I did say on the *sheet*. The letters corresponded to a = 11, b = 47, c = 134, d = 140, e = 143, f = 855, g = 885, h = 1065, i = 1066, j = 1075, k = 1077, l = 1088, m = 1101, n = 1106, o = 1107, p = 1108, q = 1110, r = 1111, s = 1113, t = 1114, u = 1117, v = 1118, w = 1122, x = 1132, y = 1134, z = 1135. Therefore the points to be visited were computed as 48, (0)77715, 62, 62, (0)43760, (0)52764, (0)64741, (0)74721, 100740, 108737, 114765, 35, 41, 38, 28, 43.

23. RAC RALLY 1989

This one probably required a bit of consultation with your "real-rallying" friends. The names were from stages held on the 1989 RAC Rally. Convert these to their stage number and you were given the following list of spot heights: 34, 49, 33, 41, 55, 27, 26, 25, 36, 44, 35, 39, 29, 42, 28, 48. A few commented that "external knowledge" was unfairly required - I justified the section on the basis that the knowledge was related to our sport, and it was only one section after all.

24. MARKS & SPENCERS?

Only the letters M and S were to be considered significant with the following key: (MS)=Start in *Mid Suffolk* district, MS=Enter *Mid Suffolk* district, MS=Leave *Mid Suffolk* district, MS=travel along *Mid Suffolk* district boundary, MS=pass a Milestone, M=Pass through map sector TM, m,s,S=letters over a road.

25. COLOURED OVER

The colour combinations whenever you went over or under, or touched something of a continuous different colour. Bk=Black, Bl=Blue, R=Red, W=White, Y=Yellow, // =bridge or ETL (i.e. something over/under), / =typically a touching map feature.

26. DATE BAIT

Typical crossword type clueing. For example, september 1st meant the 1st letter of september. Extract all the letters and that gave you the route to follow where letters touched or covered the road. You should have got these letters: a, s, m, u, s, g, m, c, r, o, m, m, t, o, N, m, e, r, h, b, r, l, F. Yes, the departure from TC26 was incorrectly stated as E rather than NNE; sorry for that.

27. RALLY ROUND 2

Probably the longest herringbone you've ever had to solve. The letters were in order, each time travelling from the rounded end to the pointed end. As always with herringbones, they fit or don't fit. Nearly everyone fell in to the former category even though there was possibly a missing hidden white on the right in 8985.

28. RALLY NAVIGATIONAL SURPRISES

The compass directions in order were: E, S, S, E, NE, E, N, N, N.

The turning directions in order were: L, R, L, SO, R, SO, R, L, L, L, R, R.

29. PATHFINDER

A fairly long route taking due note of paths and footpaths. The missing one at 820 705³/₄ did not spoil your flow in solving it. Many missed PC29L and M by not passing the path starting at 789¹/₂ 806¹/₂.

30. FRENCH LETTERS

U=Un, D=Deux, T=Trois etc. giving a series of spot heights and map references. NE/PAS translated as not/avoid. Thus you should have visited: 12, 845874, 846879, 830878, 27[impossible to get to unless you used the "gate" instead], 35, 32, 12, 814889.5, 813894, 817902, 814918, Avoid 34, 802939, Avoid 17, 774938, 776931, 788926, 781923, 775916, 773899, 776904, 787906, 796912, 813901, 803898, Avoid 16, Avoid 9, 6, 41. The small white at PC30H was shorter than the A road!

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
April/May 1990
PASSAGE CHECK LOCATIONS

1A	W153 ¹ / ₂	054E	4M	W017 ¹ / ₄	076 ¹ / ₄ E	11D	NNW781 ¹ / ₄	008 ¹ / ₂ E	13L	SW036	993 ¹ / ₂ NE
1B	S162 ¹ / ₄	055 ¹ / ₄ E	4N	W041 ¹ / ₂	088SSW	11E	E786 ¹ / ₂	020NNE	13M	NNW028 ¹ / ₄	979 ¹ / ₂ NE
1C	E152 ¹ / ₄	069 ¹ / ₂ N	4O	NW035 ¹ / ₄	064SW	11F	NW813	016 ¹ / ₂ NE	13N	SW057 ¹ / ₄	997 ¹ / ₄ NNW
1D	S150 ¹ / ₂	083 ¹ / ₂ W				11G	NNW820	017SW	13O	WSW067 ³ / ₄	002NNW
1E	NW139 ¹ / ₄	073SSW	5A	NW038 ¹ / ₂	032 ¹ / ₂ NE	11H	SE804 ¹ / ₂	011 ¹ / ₄ NW	13P	W068 ³ / ₄	010 ¹ / ₂ E
1F	SSW135 ¹ / ₂	064ESE	5B	SW052 ³ / ₄	051 ¹ / ₄ W	11I	WSW807	000S	13Q	W084	999NNE
1G	NNE127	047SSW	5C	SW068 ¹ / ₄	048 ¹ / ₂ NW	11J	S800 ¹ / ₂	998 ¹ / ₂ WSW	13R	SW079	020SSE
1H	SSW120 ¹ / ₄	028E	5D	NNW066 ¹ / ₂	059ENE	11K	E779 ¹ / ₄	995W			
1I	ENE120 ¹ / ₂	025 ¹ / ₄ S	5E	SE073	077SW	11L	WSW784 ¹ / ₂	983SE	14A	NNW102 ¹ / ₄	013 ¹ / ₂ NE
1J	ESE111 ¹ / ₂	022 ¹ / ₂ NNE	5F	WNW055	072NNE	11M	NE780 ¹ / ₂	969 ¹ / ₂ SE	14B	W109	015 ³ / ₄ SSE
1K	ENE106 ³ / ₄	024 ³ / ₄ NNW				11N	SW805	952 ³ / ₄ N	14C	SSE129	029SW
1L	E105 ¹ / ₄	042 ¹ / ₂ NNE	6A	NNE045	093 ¹ / ₂ NW	11O	N803	956 ¹ / ₄ NW	14D	ESE102 ¹ / ₂	012 ¹ / ₂ SW
1M	NNW114 ¹ / ₂	063WSW	6B	NE008 ¹ / ₂	094S	11P	W803	975 ¹ / ₂ S	14E	074	975WSW
1N	132 ³ / ₄	076N	6C	S990 ³ / ₄	096 ¹ / ₄ W				14F	WSW066 ³ / ₄	961 ¹ / ₂ SSE
1O	SSW131	091 ³ / ₄ E	6D	NE978 ¹ / ₂	091 ¹ / ₂ NW	12A	NNW837 ¹ / ₂	968 ¹ / ₄ WSW	14G	ENE050 ¹ / ₂	943 ¹ / ₄ S
1P	NW108	078 ³ / ₄ E	6E	E924 ¹ / ₄	087NNW	12B	NW836	945N	14H	E033	919 ¹ / ₂ NNW
1Q	NE091 ¹ / ₂	055SE	6F	S907 ¹ / ₂	093 ¹ / ₄ NNW	12C	SSW841 ¹ / ₂	962 ¹ / ₂ SE	14I	ESE038 ¹ / ₂	940WNW
1R	ENE102 ¹ / ₂	040 ¹ / ₄ NNW	6G	E886	097SW	12D	SSW859	952 ¹ / ₄ NNE	14J	NW029 ¹ / ₄	925 ¹ / ₂ SSW
1S	NE078 ¹ / ₂	039E	6H	S869 ³ / ₄	100WSW	12E	SW867 ¹ / ₄	974ESE	14K	E019	897WSW
1T	W088 ³ / ₄	035 ¹ / ₂ SSW				12F	WSW900	974SE	14L	SSW034	947 ¹ / ₂ E
1U	SSW075 ¹ / ₂	038WNW	7A	E819 ¹ / ₂	101 ¹ / ₂ W	12G	SW905 ¹ / ₂	966 ³ / ₄ NE	14M	W053 ¹ / ₂	948NE
			7B	N805 ³ / ₄	093 ¹ / ₂ WNW	12H	WNW923 ¹ / ₂	967S	14N	SE044	957 ¹ / ₂ ENE
2A	N075 ³ / ₄	026 ¹ / ₂ W	7C	SW820 ¹ / ₂	102 ¹ / ₄ NNW	12I	ENE907 ³ / ₄	961SSE	14O	WSW074 ¹ / ₂	972 ¹ / ₂ SSE
2B	E054 ¹ / ₂	017 ¹ / ₄ N	7D	E814 ¹ / ₂	094 ¹ / ₂ SSE	12J	E875	948S	14P	SSW090 ¹ / ₂	976 ³ / ₄ SE
2C	NNE024	013 ¹ / ₂ WNW	7E	S796 ¹ / ₂	095W	12K	E867 ¹ / ₂	927 ¹ / ₄ S	14Q	SW107 ¹ / ₄	010 ¹ / ₂ SE
2D	SSW023 ¹ / ₂	010 ¹ / ₂ SE	7F	NW791	069NE	12L	WSW866	927 ¹ / ₂ N			
2E	SSW029 ¹ / ₂	011 ¹ / ₂ SE	7G	WSW816	085NNE	12M	E866 ¹ / ₂	938NNE	15A	E115	994S
2F	N033	007 ¹ / ₄ SSE	7H	SSW823 ³ / ₄	092 ¹ / ₄ E	12N	S868	946 ¹ / ₂ W	15B	N112 ¹ / ₄	964 ¹ / ₂ S
2G	ENE016 ³ / ₄	003 ¹ / ₄ WSW	7I	N841 ¹ / ₄	087 ¹ / ₂ W	12O	SE840 ³ / ₄	935NE	15C	W132 ³ / ₄	962 ¹ / ₂ N
2H	SE987	001SW				12P	E816 ³ / ₄	941 ³ / ₄ SSE	15D	SSE123 ¹ / ₂	987 ¹ / ₂ E
2I	E965 ¹ / ₂	989 ¹ / ₂ S	8A	NW842 ¹ / ₄	066 ¹ / ₂ SE	12Q	NNE828 ³ / ₄	925 ³ / ₄ ESE	15E	ESE128 ¹ / ₂	992 ¹ / ₂ NNE
			8B	S849 ¹ / ₄	073 ¹ / ₂ ESE	12R	W841 ¹ / ₂	904 ¹ / ₂ SSE	15F	SW152 ³ / ₄	008 ³ / ₄ NNW
3A	NE941 ³ / ₄	987 ¹ / ₄ WSW	8C	SE849	070S	12S	N866 ³ / ₄	886W	15G	SSE146 ¹ / ₄	012SW
3B	N924	989WSW	8D	N848 ¹ / ₂	061NE	12T	NNW873	867 ¹ / ₂ ENE	15H	S141 ³ / ₄	020 ³ / ₄ E
3C	NNE907 ¹ / ₄	989WNW	8E	SW851 ¹ / ₂	063 ¹ / ₂ NE	12U	S893 ¹ / ₄	880 ¹ / ₂ W	15I	SE157 ¹ / ₂	031 ³ / ₄ ENE
3D	E880 ³ / ₄	989 ¹ / ₂ NNE	8F	SSE853	064WSW	12V	W902	881 ¹ / ₂ NNE	15J	NW168	024 ¹ / ₄ SSE
3E	E872 ³ / ₄	991N				12W	W886	893 ¹ / ₄ ESE	15K	W165	013 ¹ / ₄ S
3F	SSE887 ¹ / ₄	017 ¹ / ₄ E	9A	SSE855	073 ¹ / ₄ ESE	12X	W912 ¹ / ₂	891 ¹ / ₂ E			
3G	SW895	022 ³ / ₄ SE	9B	W877	070 ³ / ₄ N	12Y	S922	901W	16A	WNW165 ¹ / ₄	981 ¹ / ₂ SW
3H	SW905	008 ¹ / ₄ SSE	9C	SSW878 ¹ / ₂	093SSE	12Z	E911	923 ¹ / ₄ NW	16B	WSW161 ¹ / ₄	975 ³ / ₄ S
3I	W911 ¹ / ₄	008 ¹ / ₄ NE	9D	N898 ¹ / ₂	076SW	12AA	NW910 ¹ / ₂	907 ¹ / ₂ W	16C	W156	965 ¹ / ₂ SSE
3J	SSE924 ¹ / ₄	030N	9E	NNE885	060 ¹ / ₂ W	12BB	E900 ³ / ₄	902SW	16D	W142 ¹ / ₂	951S
3K	NNW947	064 ¹ / ₄ NE	9F	N873	053 ³ / ₄ SE	12CC	NNE897	897 ¹ / ₄ E	16E	W165 ¹ / ₄	940 ¹ / ₄ S
3L	N951 ¹ / ₂	052 ¹ / ₂ S				12DD	NNE887 ¹ / ₂	901WNW	16F	W149	932ESE
3M	SSW952	034WNW	10A	ESE884	037 ¹ / ₄ N	12EE	NW885 ¹ / ₂	908 ¹ / ₂ NNE	16G	S127	930 ¹ / ₂ W
3N	N934 ¹ / ₄	008 ¹ / ₂ E	10B	ENE871 ¹ / ₄	016 ¹ / ₂ NNW	12FF	SW893	934SSE	16H	S110 ³ / ₄	935 ¹ / ₂ W
3O	W947 ¹ / ₂	008 ¹ / ₂ S	10C	S855	046 ¹ / ₂ N	12GG	NW922 ¹ / ₂	929 ¹ / ₂ NNW	16I	ESE097	946 ¹ / ₄ NW
			10D	N853 ¹ / ₄	041 ¹ / ₂ S	12HH	SSE917 ¹ / ₂	939ENE	16J	SW087 ¹ / ₂	940 ¹ / ₄ E
4A	SE980 ¹ / ₄	015NNE	10E	ENE826 ³ / ₄	026NNW				16K	SSE074	931 ¹ / ₂ W
4B	WNW000 ¹ / ₄	027NNW	10F	W848	045 ³ / ₄ N	13A	N943 ¹ / ₂	945E	16L	N056 ¹ / ₂	924 ¹ / ₄ W
4C	NNE010 ³ / ₄	024SE	10G	E827 ¹ / ₂	045 ¹ / ₂ NNW	13B	N951	927W	16M	N047 ¹ / ₂	913SSW
4D	WSW020 ¹ / ₂	024 ¹ / ₄ NNW	10H	E820 ¹ / ₂	069 ¹ / ₄ S	13C	N942 ¹ / ₄	925 ³ / ₄ W	16N	WSW058	907 ¹ / ₂ NE
4E	NNW994	035 ³ / ₄ WSW	10I	E806 ³ / ₄	065 ¹ / ₂ SSW	13D	NE940	921 ¹ / ₂ ENE	16O	E057 ¹ / ₂	901W
4F	SW975 ¹ / ₂	052 ³ / ₄ NW	10J	SSW789 ¹ / ₂	067WNW	13E	SW952 ¹ / ₄	915 ¹ / ₂ SSE	16P	E039	895 ³ / ₄ SE
4G	E968 ¹ / ₄	058 ¹ / ₄ NW	10K	NW791 ¹ / ₂	043 ¹ / ₄ ENE	13F	SW959 ¹ / ₂	932 ¹ / ₂ NNE	16Q	NE053	881 ¹ / ₂ SE
4H	SE951 ¹ / ₂	068 ³ / ₄ NNE	10L	NNW799 ¹ / ₄	047SW	13G	SW978 ¹ / ₂	951 ¹ / ₂ NNW	16R	ESE066 ¹ / ₂	882 ¹ / ₄ NW
4I	NE966	066SSE				13H	SW990	960 ¹ / ₂ NNE	16S	S072 ¹ / ₂	904W
4J	NNE977	052 ¹ / ₄ ESE	11A	NNW804	035W	13I	W010 ¹ / ₄	976 ¹ / ₄ NNE	16T	ENE067 ¹ / ₂	911 ¹ / ₂ NW
4K	W994 ¹ / ₄	060N	11B	S785 ³ / ₄	034SW	13J	S019 ¹ / ₂	987ESE	16U	W096	919S
4L	WNW988	070ENE	11C	E774 ¹ / ₂	024SSE	13K	W025 ¹ / ₂	993 ¹ / ₂ E	16V	WSW098 ¹ / ₄	907 ¹ / ₂ SSE

WEST ESSEX CAR CLUB LIMITED

RALLY ROUND

National Table Top Rally

April/May 1990

PASSAGE CHECK LOCATIONS

16W	ENE099 ³ / ₄	890 ¹ / ₂ WSW	20M	N133 ¹ / ₄	780 ¹ / ₂ E	25A	ESE937 ¹ / ₂	703NNE	28I	S858	735 ¹ / ₂ N
16X	W117 ¹ / ₂	891N	20N	WNW163 ¹ / ₂	772SW	25B	NW928 ¹ / ₂	710NNE	28J	S857 ³ / ₄	741 ¹ / ₄ W
16Y	SSW118 ¹ / ₂	915 ¹ / ₄ NE				25C	S937 ¹ / ₂	720 ¹ / ₂ WNW	28K	E855	742NNE
			21A	SSE134 ¹ / ₄	759 ¹ / ₂ E	25D	SE921 ³ / ₄	735 ¹ / ₂ WSW	28L	SSW860	750WNW
17A	SSW143	917 ¹ / ₂ E	21B	SSE135 ¹ / ₂	764W	25E	S916 ¹ / ₂	750WSW	28M	ESE857 ¹ / ₄	751WNW
17B	NNW156	910 ¹ / ₂ NE	21C	E123 ³ / ₄	762S	25F	S907 ¹ / ₂	762W	28N	NNE852	743WNW
17C	N160 ¹ / ₂	903 ¹ / ₂ W	21D	NW131 ¹ / ₄	757 ¹ / ₄ SSW	25G	SSE910 ¹ / ₄	773 ¹ / ₂ NW	28O	ESE847 ¹ / ₂	745WNW
17D	N158 ¹ / ₂	886 ¹ / ₄ W	21E	E124 ¹ / ₂	745W	25H	SE895	790E	28P	ESE841 ¹ / ₄	747NNE
17E	N106 ³ / ₄	859 ¹ / ₂ SSE	21F	N118	731 ¹ / ₂ NNE	25I	SSE912 ¹ / ₂	801 ¹ / ₂ E	28Q	SSW844	752 ¹ / ₂ WNW
17F	WSW110	853 ¹ / ₂ SSE	21G	N144 ¹ / ₂	737 ¹ / ₂ E	25J	NNW958 ³ / ₄	799 ³ / ₄ SSW	28R	ESE829 ¹ / ₂	758SSW
17G	SE107	839 ¹ / ₄ W	21H	N148 ¹ / ₂	737 ¹ / ₂ E	25K	S965 ³ / ₄	806 ³ / ₄ E	28S	NNE827 ¹ / ₄	752ESE
17H	N086 ³ / ₄	840 ¹ / ₂ WSW	21I	N157 ¹ / ₄	742 ¹ / ₂ E	25L	SSW966 ¹ / ₂	819 ³ / ₄ E	28T	WNW833 ¹ / ₂	749 ³ / ₄ SSW
			21J	SE157 ¹ / ₂	728 ¹ / ₂ W	25M	N976 ¹ / ₂	809E	28U	N831 ¹ / ₄	741W
18A	ESE072 ¹ / ₂	842NNE	21K	NE150 ¹ / ₂	727 ¹ / ₂ NNW						
18B	SSW073 ¹ / ₂	843 ¹ / ₂ ESE	21L	N146 ³ / ₄	718 ¹ / ₂ SW	26A	E983 ³ / ₄	827 ³ / ₄ NNE	29A	N819	737 ³ / ₄ ESE
18C	ESE074	844NNE	21M	SW133	715SE	26B	N001	821 ¹ / ₂ W	29B	E827 ¹ / ₂	729 ¹ / ₂ S
18D	S074 ¹ / ₄	846 ¹ / ₄ E	21N	W135	723S	26C	W006 ¹ / ₂	817 ¹ / ₂ S	29C	N834 ¹ / ₄	707 ¹ / ₂ S
18E	S075 ³ / ₄	847 ³ / ₄ W	21O	SW107	723 ³ / ₄ S	26D	N006 ¹ / ₂	801SE	29D	N837	700 ¹ / ₄ W
18F	E074	847 ¹ / ₂ W	21P	N112 ¹ / ₂	709 ¹ / ₂ W	26E	W016 ¹ / ₄	802S	29E	W814 ¹ / ₂	718N
18G	SSE071 ¹ / ₂	848N				26F	S028	815 ³ / ₄ N	29F	N795	737S
18H	SSW072 ¹ / ₂	851 ¹ / ₂ ESE	22A	E075 ¹ / ₄	715S	26G	S023 ³ / ₄	830W	29G	SE783	734SSW
18I	WNW075	850 ¹ / ₂ NE	22B	NW032	717ENE	26H	NNE014 ¹ / ₂	821ESE	29H	S775 ³ / ₄	726 ¹ / ₂ W
18J	SW082 ¹ / ₄	856SSE	22C	S039 ¹ / ₄	761 ¹ / ₄ E	26I	SSE007 ³ / ₄	821NNW	29I	WNW776 ¹ / ₄	760 ¹ / ₂ NNE
18K	N083	847 ¹ / ₄ S	22D	SW051 ³ / ₄	764 ¹ / ₂ SSE	26J	S004	845W	29J	S823	775 ¹ / ₂ WSW
18L	N083 ¹ / ₂	845 ¹ / ₂ E	22E	NNE050	759SE				29K	WNW816	795 ¹ / ₂ NNW
18M	S085 ¹ / ₄	852 ¹ / ₄ N	22F	N074 ¹ / ₂	717 ¹ / ₂ ESE	27A	E991	865SSW	29L	NE790 ¹ / ₂	816 ¹ / ₂ SW
18N	SE086	858 ³ / ₄ NW	22G	W100	740S	27B	SW982	848 ¹ / ₄ S	29M	SW795 ¹ / ₄	835E
18O	E084 ¹ / ₄	859 ¹ / ₄ WSW	22H	SW114 ¹ / ₂	765 ¹ / ₂ SE	27C	NE982	845 ¹ / ₂ SW	29N	NNW842 ³ / ₄	812 ³ / ₄ NE
18P	NE082 ¹ / ₄	858SW	22I	S123 ¹ / ₂	769SE	27D	ENE964 ¹ / ₂	844NNW	29O	SSW824 ³ / ₄	842 ³ / ₄ W
18Q	ENE079	855 ¹ / ₂ NNW	22J	ENE112 ³ / ₄	775WSW	27E	S951 ¹ / ₄	861 ¹ / ₄ E	29P	NNW818 ³ / ₄	852SE
18R	NNW077	855WSW				27F	SSE960 ¹ / ₂	861 ¹ / ₂ E	29Q	WSW842	841 ¹ / ₂ SE
18S	ENE075 ¹ / ₄	853 ³ / ₄ NNW	23A	ESE094 ³ / ₄	789WNW	27G	S959 ¹ / ₂	872 ¹ / ₄ WSW	29R	W859 ¹ / ₂	831 ¹ / ₂ N
			23B	ESE083	787 ¹ / ₄ S	27H	E945 ¹ / ₂	861 ¹ / ₂ SE			
19A	NE042	868NNE	23C	NE075 ³ / ₄	748 ³ / ₄ NW	27I	NE925 ¹ / ₂	844 ¹ / ₄ NNW	30A	ESE840 ³ / ₄	874 ³ / ₄ E
19B	SE048 ¹ / ₂	880W	23D	ENE050 ¹ / ₄	767 ³ / ₄ N	27J	E933	875 ¹ / ₂ WNW	30B	NE845 ¹ / ₂	879NW
19C	NE008 ¹ / ₂	885 ¹ / ₄ S	23E	SE049 ¹ / ₄	776 ¹ / ₂ NNE	27K	NNE891 ¹ / ₂	860 ³ / ₄ SSW	30C	SSE827	882E
19D	N008 ¹ / ₂	868 ³ / ₄ E	23F	S075	797 ¹ / ₂ WNW	27L	NNW907	860 ¹ / ₂ SSE	30D	NE820 ¹ / ₂	880 ¹ / ₂ NW
19E	N028 ³ / ₄	859E	23G	ENE033	795WSW	27M	ESE905 ³ / ₄	849 ¹ / ₄ WNW	30E	W813 ³ / ₄	885N
19F	N028	839 ¹ / ₂ ESE	23H	N010	784W	27N	NW930 ³ / ₄	835SE	30F	S813 ³ / ₄	890 ¹ / ₂ NNW
19G	ESE037 ¹ / ₂	826SW	23I	NNE997 ¹ / ₄	772WNW	27O	ESE893 ¹ / ₄	934 ¹ / ₄ S	30G	SE826 ¹ / ₂	901 ³ / ₄ W
19H	N040 ¹ / ₂	799E	23J	ESE979	776 ¹ / ₂ NW	27P	ESE889 ¹ / ₂	823 ¹ / ₄ SSW	30H	SSE819	911 ¹ / ₂ E
19I	053	805 ¹ / ₂ N	23K	NNW968 ¹ / ₂	767SSE	27Q	ENE890	810NNW	30I	S813 ³ / ₄	919 ¹ / ₂ WNW
19J	E069	809N	23L	WSW002	768 ¹ / ₂ SE	27R	SW883	813 ¹ / ₄ NW	30J	E801 ¹ / ₂	925 ¹ / ₂ N
19K	SE059	818 ¹ / ₂ NE	23M	NW020	780 ¹ / ₂ NNE	27S	N866	814WSW	30K	E802	939S
19L	SSW069	835 ¹ / ₂ NNW	23N	NW041	782 ¹ / ₂ SE	27T	N874 ¹ / ₄	784 ¹ / ₂ WSW	30L	W775 ³ / ₄	940 ³ / ₄ SW
19M	N074 ³ / ₄	819E	23O	NE028 ¹ / ₂	765 ¹ / ₂ SE	27U	ENE873 ¹ / ₂	759 ¹ / ₂ SSE	30M	N774 ¹ / ₂	931 ¹ / ₄ E
19N	W080 ³ / ₄	807 ³ / ₄ S				27V	SW882	755SE	30N	E785	926 ¹ / ₂ S
			24A	SE015 ³ / ₄	755 ¹ / ₄ N	27W	W877 ¹ / ₂	752 ¹ / ₄ N	30O	W783 ¹ / ₂	921SSE
20A	SE089	813N	24B	NE001	741 ¹ / ₂ W	27X	N883 ¹ / ₂	721NNW	30P	S775 ³ / ₄	904 ¹ / ₂ E
20B	E095 ³ / ₄	821 ¹ / ₂ S	24C	SSW005 ¹ / ₂	733NNE	27Y	SE867 ¹ / ₂	730S	30Q	WNW799	911ESE
20C	W112 ¹ / ₂	800 ³ / ₄ N	24D	NE012 ¹ / ₂	733SW	27Z	S849 ¹ / ₂	709W	30R	E805	901 ¹ / ₂ SW
20D	N114 ³ / ₄	804 ¹ / ₂ S	24E	NNE017	701 ¹ / ₄ W				30S	SE797 ¹ / ₂	898SSW
20E	NE112	796 ¹ / ₄ W	24F	SSE998	725 ¹ / ₄ W	28A	W841 ¹ / ₄	721 ¹ / ₂ E	30T	ENE776 ¹ / ₂	894 ¹ / ₂ S
20F	SW111 ¹ / ₄	793 ¹ / ₄ SE	24G	SE985 ¹ / ₂	716WSW	28B	W846 ¹ / ₄	721 ¹ / ₂ S	30U	N781 ¹ / ₂	881 ¹ / ₂ S
20G	N115	784 ¹ / ₄ E	24H	SE961	719 ¹ / ₄ N	28C	W850 ¹ / ₂	716 ¹ / ₂ S	30V	NNW790	848W
20H	N136 ¹ / ₂	796 ¹ / ₂ E	24I	S966 ¹ / ₂	737 ¹ / ₂ E	28D	NNW850 ¹ / ₂	713 ³ / ₄ E			
20I	N140 ¹ / ₄	832 ³ / ₄ E	24J	NW973	731 ¹ / ₂ E	28E	W850 ³ / ₄	713 ³ / ₄ NE			
20J	W166	819 ¹ / ₂ SSW	24K	W978	733N	28F	N851 ¹ / ₂	713 ³ / ₄ E			
20K	N149 ¹ / ₂	808 ¹ / ₂ W	24L	E964 ¹ / ₄	742 ³ / ₄ S	28G	W854 ¹ / ₄	714N			
20L	N163	800 ¹ / ₄ W	24M	N954	723 ¹ / ₂ S	28H	S854 ¹ / ₂	720 ¹ / ₂ N			

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
April/May 1990
COMMENTS ABOUT THIS YEARS EVENT

As usual I have quoted below ALL your comments except for the repetitive ones about problems you found in plotting - these are covered in the Route Card solutions. I am very grateful for the lengths that you go to voice your opinions about and approach to the RRTT. It certainly helps the planning of future events and I hope that it provides a bit of light reading for the competitors.

I have recently realised, much to my disgust, that I forgot to send in my entry form for the 'Rally Round' TT this year. I wouldn't like you to think that I have anything against your TT. On the contrary, I have enjoyed them all, and thought them very fair (no dirty tricks). It was just that I put the entry form aside in February, thinking that I had plenty of time! I am now very cross with myself and I hope that you can arrange for me to receive next year's regs even if you haven't received an entry from me this year. Yours sincerely, Sylvia Huckle.

[We even get fan mail from those not entered! Thank you for your letter, look forward to your entry next year. I've sent you a set of route cards and results.]

M1

Great event, yet again!!! Where do you get all the new ideas from? The few errors on the routecard not important. *[Such comments from another organiser made my day. Well done on your 5th overall!]*

M2

The number of sections this year was just about the right length with plenty of variation and interest. I had difficulty with, but enjoyed solving sections 1, 19, 22 and 24. Section 21 wasn't BAD it was DIABOLICAL! The use of fractions in the G.R's is much better than 8 figures. Very enjoyable TT, look forward to next year. *[7th Overall!]*

M3

Many thanks for another enjoyable event, although I found it 'easier' than the previous two years. Still by far the best round of the championship. Top marks for continuity of sections, no ambiguities and control start/finish info. Not too certain about the sections timed to the second, perhaps I prefer the 'old' way (pity section 21 wasn't timed to the second, no idea at all on that one). *[I take your point, if anything these should have been reserved for the longer, tricky sections, perhaps with 5 seconds penalty per missed PC, since many cleaned them all! I'll endeavour to come up with a better method for '91. P.S. Congrats on your 4th Overall!]*

On the slightly negative side, assuming correct solution of the sections, I came up with four 'errors'.

M4

I have this red haze clouding my judgement of the event at the moment. Having spent three weeks trying to solve Section 21 and even obtaining the gist of an idea from somebody else that claims to have solved it, I'm still no nearer. Oops! I've just read your finals stating postmark of 12th May is required *[You may have been lucky, the postmark was red on a red stamp]*. One week into the event and I was thoroughly enjoying it having cracked 29 sections but the more I looked at Section 21 the madder I got which probably hasn't helped at all! You've managed to come up with some very interesting and enjoyable routecards as usual. In particular Sections 4, 10, 13, 22, 26 & 28 were pleasing to solve - assuming of course, that I have done so correctly!

M5

V. Good, as usual. Bit short of time, left out the S.Stages for efficiency (you know me, better on road sections). Couldn't do 'The Plot Thickens', 'Bad News' or 'Date Bait'. Serious guesswork needed here. Put me down for next year's. Cheers. *[Best, and only, WECC finisher]*

M8

My first Rally Round - Thank You Very Much! Up to this Christmas, I had only entered the Pegasus. I did this years' Langer Park and enjoyed it; Geoff White then recommended the Rally Round as being the best event of last year. I agree with him it was Great Fun. With events like these two, I shall look forward to having a proper bash at next years' championship!

P.S. 'ABsee' - I realised early on you had to use the A855 and 885 but it took 10 days to convert a 5-figure map ref into a 6-figure, by adding a 0 in front! 'Pathfinder' and 'Bad News' were marvellous, I only just got them at the end. 'Date Bait' - most intriguing; I'm not sure that my solution is the correct one.

Thanks again, see you next year. *[6th Overall and provisionally 2nd in the Championship]*

M9

A very good variety of stages, liked the tough sections mixed in and not all left to end. Sorry, left it so late as I haven't looked at it for a week, now find I've probably missed the last post *[postmarked May 13th]*

M11

Crow - Well Done. Really enjoyable. Problems with 19 & 21. Will be at it again next year.

M14

I cannot find a suitable collective noun - a Round of Crows, perhaps? Good fun as usual, with a few glitches - but unmarked roads! Whatever next? If this trend continues...?!

Section 4 was less difficult than it appeared at first sight.

Section 19 - Fffabulous, when the penny dropped. But did a fffracious fffrathing ffffall off the end of the second line?

In section 20, I assumed that 'as much as possible' of each letter was to be used.

In section 25, I thought at first that BK/Y required black on bridge over yellow, and began to think that a passing crow had deposited something nasty on the setter's map. But I trust that I see what you mean.

But you beat me on a couple of sections. [...but you did enough to earn 9th place]

[I also received a lengthy dissertation relating to a route card in RRTT89, full of geometric theory, which I was grateful for, but would bore the pants of most of you]

M16

[1st Master]

M22

[Nothing to say, but I'll let you have 3rd Overall!]

M23

[The shy winner. Congratulations for the RRTT win and National Championship]

M24

Don't like "Shortest Route" when the alternatives are 3.15 and 3.10 - the eyes are going. Isn't it funny how your mind 'locks on' to an idea and it's virtually impossible to break loose - mainly "Bad News". I spotted that there were 26N, 29E, 13W and 9S. And that was 4 south and 3 west of TC21. Putting that info together suggested E=W, N=E, W=S, S=N. At which point brain fade set in - couldn't get it to fit..... Very nearly the same for "NEW" Departures - I was convinced you had simply ditched all the 'S' directions until I realised the significance of the 'D' in "ReD".

Really enjoyed the whole lot - just wish I could have cracked 21.

P.S. Just going out to post this - and labouring under the effects of a river boat shuffle (i.e. lots of falling down juice & ears ringing to the great sounds of "Wipe Out" {live band only £200 a night} Rock & Roll from the 50's and 60's). I had one last go - now I know why it wouldn't plot backwards! [A lesson to be learned. If you abuse your body like this gentleman, you too could get 2nd Overall!]

M25

Another good event. Enjoyed it again. I'll make sure my entry is a bit earlier next year! [10th Overall]

M27

Excellent event. Very enjoyable & accurate.

M28

Sorry I haven't time to comment but thanks for an enjoyable event.

M29

An excellent event as usual. Sections 22 & 24 very enjoyable and numbers 19 & 21 puzzling to me. Thanks for the late entry.

E1

Enjoyed the first 8 sections, got stuck on 9, 10 & 11. The sections then seemed to get tedious; long involved sections which would have taken a long time to do but without offering much of an intellectual challenge - so I gave up! Didn't enjoy it as much as last few years, I'll try again next year. [Sorry you felt so bad about it! If you had tried just a little bit less I could have given you the award for Last Placed Finisher!]

E5

Thanks for another really good 'Rally Round'. I see that you haven't lost your flair for making the most use of a map. Even took this on holiday to Tenerife (and managed to get a few sections done!) One problem was that I kept getting sidetracked by place names, having spent my youth in Attleborough and gone to school in Thetford, but it did mean that I knew where the level crossings were.

For the first time worked out what was wanted in all sections., but 'Bad News' was still Bad News. Just couldn't get it to fit but have done my best. Section 12 - a lot of effort with all possible combinations for less than one minute penalty and had to transpose the two plots in 9092 to get a route through. (actually class this as the hardest section). Section 23, specific knowledge required, cost me back numbers of 'Motor Sport' and 'Motoring News'! Thanks again, look forward to the 1991 effort.

E8

[I hope I didn't put you off too much, but your 'marked' map was rather empty! I'll assume the sunny spell was just too much of a distraction - last place, but at least a free entry for new year!]

E9

Sorry, sent back early - ran out of available time. [First map received] Three sections are pure guesswork as you will no doubt realise when you mark this map. Shall be interested to see how they worked out. Excellent table top - pity I didn't have more time to complete it! Were there two errors in section 26? If not, I've gone wrong.

E11

When I set out on the New Departure I wondered if I would have something to crow about or would it be an 'arrowing experience. What on earth is it about? Crossed lines above and below meant I was all right although what was left makes a difference to crozone friendly roads where my sweet lord made a danger area of the junctions before making me cross the contoured Roman Route for a nice outing. While I rally round the fiddly fractions the plot thickens but it will be all right on the night. Now the bad news - the alphabet provided by Marks & Sparks coloured over the last RAC rally and baited the date but the French Letters made me Rally round again to complete the navigational surprises and find some of the right paths! (with apologies to alphanumeric!!) [*Prize for the most constructive comments!*] Section numbers made it much easier to follow - thanks! [*suggested last year and noted*] Most enjoyable you've restored my faith in diagrams! See you next year.

E13

Another excellent event - again gets my vote of 'best of the year'! Shame my PO works slow, I received route after Easter - could have done with extra time. 30 sections OK (better than 40) if you keep them fairly simple and not too clever. Section 25 - 5th one from end, Bk/W debatable if + crosses lower road as well. Thanks again, look forward to next year. [*Prize for the most impossible map to open!*]

E18

Section 8 - Without Lord Land's actual address I felt uncertain as to which building contained his bedroom. If Crow's live in windmills, Lords might live in hangars. Section 14 - It seemed to me that a crow's eye view of all the level crossings did not correlate with my view and so a degree of reasonableness had to be used. See my attached list of crossings - where have I gone wrong? Section 17 - How can you avoid something and yet use it to plot the route. This one, unless my comprehension is totally haywire, is far too ambiguous as the shortest route doesn't seem to go near half the black spots and there are half a dozen routes which seem to go near all of them. You might have guessed, I didn't like this one. [*How do you feel now that you've seen the solution!*] Section 19 - FFFFFIDDLY FRACTIONS seemed to be missing one 'F'. But I can't say that in public. Section 20 - I hate this sort! No more next year please. Section 21 - Brilliant - Took ages to work out. Section 23 - Please tell us what the stage numbers really are, I've had to make a good guess from a rather vague memory of the general route - Adds to the fun though. Section 24 - You need glasses to differentiate the Roman MSs from the italic. I think I might have been fortunate. Section 26 - I hope the TC26 departure direction in the instructions is wrong. There's one every year and it must be here in 1990. Section 27 Is there a junction missing in the middle? I hope so. Section 28 - This one works using the red also. Fortunately I read the final instructions just before the closing date. All the other sections were excellent, and this year I've made sure I keep your address with the map.

E20

[*postmarked May 14th*]

E22

Thanks very much. I do prefer having Start & Finish of a section. I struggled with some sections but that did not spoil my enjoyment. I wish I had more time to do the event justice!

E24

I am submitting my entry via my secretary as I am currently working in Paris. Hence the partial completeness. I hope she submits it in time - I late I hope you look kindly on the entry (particularly as I am unlikely to be top 10)! [*postmarked May 14th, but I marked it - I suggest you fire your secretary*]

E26

Completed with lots of 'Help' from Charlotte Claughton (Age 18 Months) [Thanks for the explanation - At first thought the dribbles were new lakes on the map]

E27

This was due to be posted 11/5/90 but got mislaid by my 2 year old daughter! [*You should really be excluded due to outside help! - postmarked May 14th*]

E28

Section 21 - I have assumed SH46 in GS1275 is not there - normally I would have taken spot in road as spot height and spot beside road as MS. Section 23 - A good table top rally should only use information on the map or well known general knowledge. I therefore felt that this section let the side down by using information relating to an event held last year. Thanks must go to Keith Osirim? rally editor of Autosport for looking up the stage numbers. Section 24 - I appear to have one MS too many near the end of the section. I have used white in GS 9973 so as to only use MS once which I have assumed to be at 995 730¹/₂. If the surplus MS was used at this point I would have used the yellow instead. Section 29 - I have taken the edge of the wood in Culford Park as a path, 9th on herringbone. [*1st Expert*]

E29

Well up to last year's standard - excellent event. Many thanks for your hard work.

E31

All Ok except for sections 21, 22 and 24 which I have guessed. A very enjoyable event - am looking forward to next years!

E32

[*Postmarked May 14th*]

E36

Many thanks for easily the most enjoyable T/T of the season; even though I couldn't find LC 19 so it did make me cross. Seriously though I found this event to be excellent unfortunately time once more beat me.

E38

First the bad news. Couldn't make head nor tail of the fiddly fractions, nor could I see through the Bad News (perhaps a visit to the Eye hospital would have helped), RAC Rally was, I think, something to do with the positions of letters in the alphabet, but didn't get any further whilst M & S was a complete mystery.

Now the good news. I thought section 22 was super - I am glad you put 'sheet' in italics - and section 30 certainly stretched the mind! Congratulations to your compilers - I'll bet they drink Carling Black Label! I have thoroughly enjoyed the rally and I hope to be with you in 1991. P.S. Excuse strange folding of the map but it is to protect a cellotaped amendment.

E41

Ran out of time! [postmarked May 14th] Very good event.

SE1

[1st Semi-Expert]

SE6

[Thank you for the inch long, very chewed pencil that was in your envelope - was that a hint? You obviously worked very hard to get 8th Overall and lose your S-E status]

SE7

I know this is late, but can you mark it as I would like to know how I have done. Really enjoyed the event, last sheet was excellent. [postmarked May 15th, map marked but I couldn't classify you as a finisher]

SE12

[Best Team]

SE14

[Best Team]

SE15

Overall - Excellent event, consistent style. Once you've worked out how a section works, then it works without ambiguities. Good balance between "easy" sections and those needing head-scratching!

(1) Nice, very fiddly in middle tho' (4) Liked it (6) Liked it (8) Just about the only section where I knew what you meant but wasn't 100% sure that my route was correct (9) This one had me puzzled for ages. Kicked myself - eventually! (12) Very time-consuming. The principle is obvious but it takes too long to plot, given that it's only a 34 second selective (14) Brilliant idea. Getting across my route to do ..9.....10.8.6.. took thought (19) Had me puzzled for a while, then I remembered counting arrows on the Pegasus. (20) Took ages to spot all the letters, especially the 2nd L, and the d (21) ??????! (23) No problem, but I'm not convinced about the principle of using info not on the map or routecards (24) Got it eventually. Once I'd spotted Mid Suffolk the rest was fairly obvious. I'm not sure about the middle section of it tho' - I can't get exactly what you have (26) Another one that wasn't immediately obvious to me. Eventually got it, working back from the end. Not helped by mistake in departure direction from TC26, but once solved it was clear what it should be (27) Nice variation. I was a bit surprised that the letters were used in order and that you told us which way each letter was used (28) Kicked myself. Nice idea. (29) Kept putting off attempting this, then got it straight out when I tried it (30) Nice variation on the theme. [Best Team]

SE18

Enjoyed it very much, even if I couldn't finish it!

SE21

Some nice ideas, some very thought-provoking! Generally seemed rather hard and very time-consuming. I happened to be off sick, otherwise I would not have been able to do anywhere near as much (but then I am fairly inexperienced as this is only my third competition). Thanks for the challenge!

N5

Aargh! Back ache! Wot no time?

N7

Excellent, but Knackered and Divorced [sorry couldn't read this last word, but it may be appropriate] Many Thanks. [1st Novice]