**Sample Navigation**

The sample navigation gives examples of all types of navigation used on the Saint Wilfrids Road Rally. The route instructions will include some variations but these will be clearly printed on each handout so all you have to do is follow the instructions given.

The sample navigation takes the form of a mini rally which has been plotted to work on map 99 issue ‘C1’. The mini rally does not use the route of the Saint Wilfrids Road Rally but may cross it in places.

Abbreviations

| | | |
|---|---|---|
| APP – APPROACH | MAX - MAXIMUM | PC – PASSAGE CONTROL BOARD |
| AR – ALL ROADS | MINS - MINUTES | RTC – REGULARITY TIME CONTROL |
| CRO – COLOURED ROADS ONLY | MPH – MILES PER HOUR | S – SOUTH |
| DEP – DEPART | MTC – MAIN TIME CONTROL | STC – STANDARD TIME CONTROL |
| E – EAST | N - NORTH | SGW – STOP & GIVE WAY |
| IRTC – INTERMEDIATE REGULARITY TIME CONTROL | NTC – NEUTRAL TIME CONTROL | TC – TIME CONTROL |
| M – METERS | TCS – TIME CONTROL TIMED TO THE SECOND | TTC – TRANSPORT TIME CONTROL |
| GT – GRASS TRIANGLE | IRTCS – INTERMEDIATE REGULARITY TIME CONTROL TIMED TO THE SECOND | W - WEST |

**MINI RALLY**

TO PLOT THESE INSTRUCTIONS YOU WILL NEED MAP 99 ISSUE 'C1'.

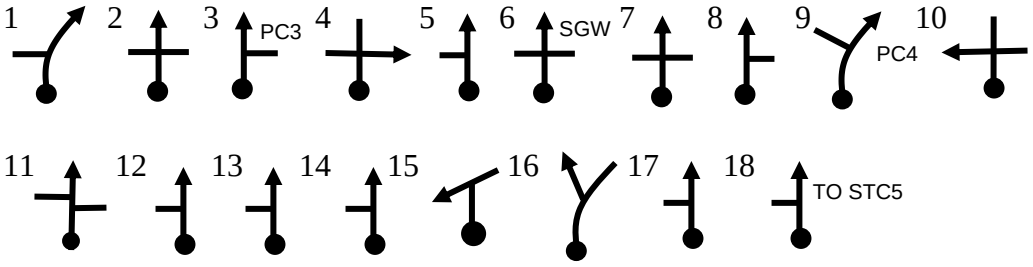
FROM MTC1 AT 282 893½ GO VIA 266 ½ 881½ (SGW) TO NTC2 AT 254½ 889½ (CRO) – QUIET IN AISKEW & BEDALE

FROM NTC2 GO VIA THE FOLLOWING GRID REFERENCES TO STC3 (CRO)

| APPROACH FROM | GRID REFERENCE | DEPART TO | COMMENT |
|---|---|---|---|
| | 249¾ 892¼ | SW | |
| | | | PC1 |
| | 249¼ 889 | W | SGW |
| | 222 887 | | SGW |
| | 217½ 883½ | | |
| | | | PC2 |
| SE | 211½ 879 | WSW | SGW |
| | 191½ 881½ | NE | |
| | 200 887 | | STC3 |

FROM STC3 GO VIA 215 896½ (SGW), 215½ 905¾ (SGW) & 188½ 905½ TO NTC4 AT 175½ 895. (CRO) – QUIET IN NEWTON LE WILLOWS & FINGHALL

FROM NTC4 USE THE FOLLOWING TULIPS TO REACH STC5 (AR)




FROM STC5 AT 125 907½ GO VIA 128 899 (SGW), 115¼ 903 & 127½ 877¾ TO NTC6 117 870½ (CRO) QUIET LEYBURN & MIDDLEHAM

FROM NTC6 CROSS THE FOLLOWING GRIDLINES AND MAP FEATURES TO REACH STC7 (CRO)


11 **V** 15410176860921822508 (PC5) 0886**g**87257(PC6)0807 **VVV** (STC7)

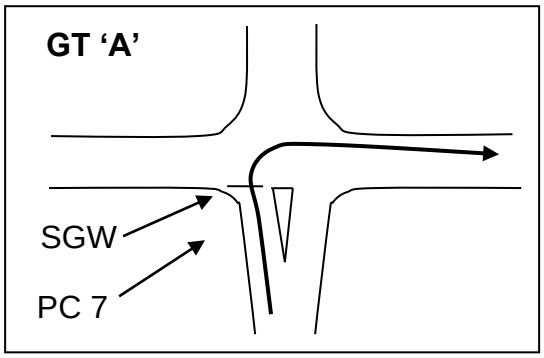
SGW AT 4th JUNCTION

FROM STC7 AT 062½ 878½ GO VIA 062¾ 884 (SGW) & 111½ 904½ (SGW) TO NTC8 AT 099 914 (CRO) QUIET WEST WITTON, WENSLEY & LEYBURN

FROM NTC8 GO VIA THE FOLLOWING GRID REFERENCES TO REACH STC9 (AR)

090½ 923 (USE GT 'A')
103¾ 931½
117½ 941½ (SGW)
128½ 951½
151½ 946½
152¾ 947½
PC8
152¾ 946½ (SGW)
160 946¾

GRASS TRIANGLES WILL BE GIVEN ON A SEPARATE SHEET BUT WILL LOOK SOMETHING LIKE THIS →



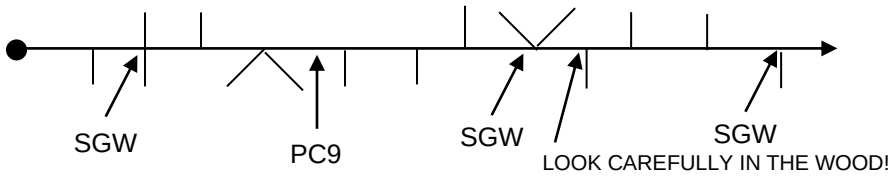

FROM STC 9 AT 160 946¾ AVOID THE FOLLOWING 50M RADIUS BLACKSPOTS TO REACH STC10 (CRO) (50M RADIUS BLACKSPOTS ARE 2MM ACROSS ON THE MAP)

168 940 186¼ 950 192 930 198 950½
207 951½ 199 935½ 205½ 930

SGW AT JUNCTION 3

FROM STC10 AT 216 937 GO VIA 243 937½ (SGW), 238½ 971½ (SGW) & 225½ 999 TO NTC11 AT 244½ 992 APP NNE (CRO)
QUIET HORNBY & CATTERICK

FROM NTC11 USE THE FOLLOWING HERRINGBONE TO REACH STC12 (AR)




FROM STC12 AT 278 977½ FOLLOW THE B6271 TO NTC13 AT 300¼ 970 (CRO) QUIET GREAT LANGTON

FROM NTC13 GO VIA THE FOLLOWING SPOT HEIGHTS TO STC14 (CRO)

36 46 53 37

FROM STC14 AT 325 ½ 936 GO VIA 328 920½ (SGW) TO THE FINISH AT 282 893½ (CRO) QUIET MORTON ON SWALE & LEEMING BAR

## Navigation Hints

SGW

**Grid references –** fairly simple to plot from the national grid printed on all Ordnance Survey maps (instructions for plotting grid references are given on the bottom right hand corner of every 1:50000 map). Simply plot the grid references and join the dots the shortest way possible to get the correct route, not forgetting to approach from and depart in the directions shown (sometimes these will take you on a longer route which is why you can't always just join the dots).

**Crossing Grid Lines –** go over the grid lines in the order given to find the correct route, adding in things like Passage Control boards and controls as you go. If a road cuts over a grid line and cuts back again the grid line will be printed twice because you have to cross it twice. However if the road goes over by less than half its width then it is not counted as having crossed the line

**Tulips –** these are named after the Dutch Tulip Rally which was the first event to make them popular. They are simply drawings of the junctions on route, usually (but not always) with a dot to show you which way to approach from and an arrow to show you which way to leave.

**Spot Heights –** these are the spot heights above sea level printed on Ordnance Survey maps. They can be used to define the route in the same way as grid references.

**Black Spots –** These are grid references which are used to block roads leaving you with only one choice remaining. Take care with the size of the black spots – drawing them too big or too small can mean that you unintentionally block roads you are meant to go down. Spot heights can also be used as black spots, as can whole grid squares (or parts of them). In rare cases you might end up with more than one possible route, which case the convention is to go for the shortest one (this applies to all forms of navigation used on this event).

**Herringbones –** These are really just joined together tulips. The central line shows the correct route, the 'bones' are the junctions you pass on the way. Turn the paper sideways and going from the dot, visualise yourself going along the centre line. A line on the right means that you miss a road on the right, a line on the left means that you miss a road on the left. A 'Vee' means a cross roads where you miss two roads on the same side, i.e. turn right or turn left. A line on both sides at once is a cross roads where you go straight over.

**Map Features –** These can be any feature printed on to the road on the correct route. They can include letters, spot heights, rivers, churches, telephones, gradient markers – in fact anything printed on to the road. They can also be used as black spots.

There are lots of kinds of route instructions but the ones above are the main ones.