

DEREK STONE MEMORIAL 12 CAR RALLY - 25TH MARCH 2011

Control Code board	Code boards missed by or over 2min penalties incurred by	Commentary
TC	2,3,4,8,9,11	This board was on the BOAT (By-way Open to All Traffic) This is denoted by a cross and dash red line. The clues for semi-experts had a very clear 'Do Not visit at 630 ³ / ₄ 070'. Too many Beginners did not stay on the BOAT instead they turned left at 642 ¹ / ₂ 071 ¹ / ₂ which is a private road.
Section 1	2,6	The BOAT was timed at 20mph. Beginners should have had all the route plotted well before leaving the start so surprised incurred any time penalties. Semi-Experts had no need to stop to plot, the very first avoid A1060, meant you had to turn first left, then miss a right which is easily 1 ¹ / ₂ miles to drive. With two MR's to avoid, they can be plotted by eye as road was quite clear and the other avoids were also clear.
Section 2	2,6,.7	This was total of spot heights, for example 48 would be shown as 12 (4 + 8). Not sure some semi-experts knew this clue? Please note: this is covered in the semi-expert navigator training test navigation on the CMC web site.
Section 3	8,9	For semi's, this clue was cross GL '07 x 1', GL'09 x 2' etc. If you did not take first junction on right, you eventually cross a GL which is not on the list of ones to cross, therefore you had to turn right. This provides a long mile+ yellow to work out next clues. Plot the next control and you can see only one route to be able to cross GL x 2
Section 4	3,9,10,11	Beginners had to avoid SH88. Suggestion, highlight all spot heights in yellow if they plot on a road. This can help identify them at night, often you can miss them with the pressure on the night etc. For semis this was points to visit and points to avoid, if you did not have the latest map as on Regs, then the green dots would have thrown you and may account for 2 cars that missed the board. Otherwise this was really novice type clues, especially as the finals showed a caution on the road that had the loop with the board on it.
XS	1	Looking at times and marshals check sheet, unless Car 1 was waiting in TC4 for a time, I think they must have driven past this board
Section 5	5,7,8	Beginners had directions leaving junctions, semi's crossing grid lines in directions. All bar 3 crews dropped time on this section. For semi's aim was to make you think directions were leaving junctions, when that does not work, try direction approaching junctions, when that does not work try approach to or leaving grid lines. Again this clue is in semi-expert navigator training on the web site.
EW	7,8	Code board was on the first loop at Housham Tye, reason may be due understanding the clue, please see above comment.
TC6	11	Made up 8 minutes over that allowed, penalty is 2mins per minute. This is due to fact that 13m penalty at previous control meant that you time schedule was way out. Unfortunately TC5 is the only control with no check sheet, but based on the fact that you got the code board on this section I think you may have had your time circled on the wrong line which would have shown you 2 mins early at TC5 which is acceptable.
Section 6		Beginners had YyY YBB, the capital Y would indicate a thick yellow, lower case a thin yellow, The clue showed how to work it out. Basically you image standing in the centre of a junction you can see 3 roads, the first letter of the clue is the road you arrive at the junction on, the last letter is the road you leave the junction on. Semis had whites added to make more clues but as this was CRO, just ignore those with 'w' and you had same clue as Novices.
BY	3,4,11	You probably went through Abbess Roding which works except that once you get on the B road you do not get a ByB junction, the code board was on the Berwick Hall loop
Section 7	2,3,4,5,6,7,8,9,10,11	Probably the only clue where you needed to stop to plot a little. Beginners had map references in order, semi-experts were not in order. For semi's, a hint. Look

PJ, UR JW (on the BOAT)		for the MR's that is in nearest grid square first and that gives you first LWR junction, then move off, find the second and this gives you a 2 miles to drive whilst you plot the rest. Driver to drive slowly when navigator is plotting, it is quickest way. When the clues shows any LWR's, tell the driver to drive round all until you get route fully plotted. Extra 20 seconds is much better than a fail, Car 1 did very well, are you really a beginner? Again timing was an issue as I assume you all stopped to plot, 6 MR's say 3 minutes stopped, you now have 9mins to drive 6 miles, almost impossible to make this time up on these roads.
TC8	7	Overdue at this control, i.e. over 30 minutes late, I would have recommended cutting route to get back on time. Unfortunately unless the course car has passed you collecting boards, the current Fail penalty system does not reward this, better to collect boards. This needs to be addressed by the Committee
Section 8	3,6,8,9	Beginners had tulip diagrams with approach/exit. Semi's had same accurate as per map tulips but without dot/arrow. Surprising time penalties on this section.
PB	8	Missed CB on a LWR, see above comment about driving round all grass triangles
ZA	6.8.9.	Several missed CB which was on the short way round a loop, actually shorter by 1/10 mile. I and most organisers invariably use the loop but this time I chose to put CB on shortest route, remember navigation convention shortest route at all times unless clues say different. Deliberately set to catch out those trying to do the route they would have chosen.
TC9	7,11	Both overdue at this control, i.e. over 30 minutes late.
Section 9	2,4,5	Beginners had straightforward left to right herringbone. Semi's had same but with whites shown. As route was CRO gain ignore whites and become same clue as Novices. Time lost was surprising, assuming herringbone was straightforward. This said, the concept can be difficult to understand but is really one that you can do on the move, almost on a junction by junction basis. Perhaps one to practice.
TC10	6,7,11	All over 30 minutes late at this control.
HK, SB	11	Assumed you cut and went straight to the finish.