

Derek Stone 12 Car 22nd March 2013 - Commentary

Control	Missed by	Comment/Observation
TC2		Time penalties by car 2 and 3, I am not sure why as Beginners all left the Start with the route to TC4 correctly plotted. Possible wrong slot relating map to road? Cars 7 and 12 time spent plotting possibly?
TC3		Time penalties by car 7, perhaps time spent plotting?
NR	4, 5, 6, 7 and 9	This was a long way round triangle. I would think that was not called by the navigator or not plotted. Navigators - I always put a pencil triangle over LWR junctions. Drivers – suggest that if you see a grass LWR triangle in a junction go round it if LWR's have been mentioned in any clues!
TC4		Time penalties for all bar car 1 which suggests timing was right. As a comment, if you spend 4-5 minutes plotting, then after 6-7 sections you can expect to be facing OTL. Short sections are what organisers want to make sure that sections cannot be cleaned, except for those who can plot on the move. Longer sections give you time to make up if you have spent 5 minutes plotting. This is reason why I strongly recommend trying to move to plot on the move.
AM	2 and 6	Jon/Roy - Beginners clues was 2 map reference with directions of approach/leaving. This requires accurately plotting. I checked this before you left the Start and you had the right route so suggest issue here was relating map to road? Car 6 – Novice clues were accurate TL's, TR's etc, not sure whether David is really a Novice or a Beginner?
ZX	2 and 6	Car 2 - As above. Seumas/David - The large triangle at 633964 was a FR (Fork Right), TL (Turn hairpin left) then TR (Turn right) to do the triangle.
TH	2, 6 and 7	Car 2 and 6 - As above. Steve/Vince, you may have gone down past Mountnessing Hall which is why you missed TH or else driver drove past it.
TC5	All	Lots of time penalties by all. I would think this is because you stopped to plot. Short sections of 4 miles if you stop even for 2 minutes, your average speed has gone from 30mph to 45mph, stop more than 2 minutes you have lost too much, The manned passage check and LWR code board would have taken at least another minute out of your

		time.
RM	2	Jon/Roy you drove past this one as I had seen you pass me when I was DSO'ing and code board was about half a mile further on.
GR	5 and 7	This was a long way round triangle. See comment for Code Board NR above.
TC6	2	Lots of time penalties. I think you wrong slotted between my DSO position and TC6, as you went past me late but were not 12 mins late then.
TC6	All (bar car 9 and 10)	Same comment as TC5.
XC	2	Jon/Roy, suggest plotting practice and relaying to road, happy to give some more tuition as it is only practice. I think you missed this loop which is why you were on time at TC7. The blue 72 was the gridline 72 that touched the road at 720006
TC7	1, 7, 8, 11 and 12	Bit of a mix on time dropped, a longer section with some faster, wider yellows. Thought most would clean this, again perhaps some spent more time stopped plotting which eats into your time schedule.
AS	2, 3 and 5	The was YYY, YyY, YBY clues. I think this is a clue that needs practice, it is quite easy but you need to know the logic and how you have to look 2 -3 junctions ahead at times. It is practice, that's all.
VX	All bar 1 and 11	This code board was recovered in situ but it was partially hidden by overhanging hedge branch, visible close but the reflective part was not visible from distance due to the hedge branch, closer and it was clear. Fail stands but note to all equipment crews and course cars, code boards must be clearly visible, the test is did competitors go the correct route, code boards but not be obscured even partially.
TC8	All	Target time to drop is nil, dropping 1 or 2 per section on a 9 section event is OK, when you start dropping 3 or more as an average, you need to be concerned about being OTL. Car 7 missed this control. Vince were you OK to be classed as Novice?
JE	2	Spot heights are perhaps one of the easier types of clue, may be practice and relating road to map.
CZ	2, 3, 6, 7, 10	Beginners the clue to take you round this route was the letter 'C' which was part of word Canney at MR 835½003 which was the loop to be used. Novices, I think you may have not plotted the 'avoid' map reference which would meant you stayed on the fat yellow to the 4 way junction at 842½004½ at Cold Norton.

XS	7 and 10	Steve/Vince, Mike Darren, unless you turned right at Purleigh 'T' junction which had the spot height 34 leaving to the West, i.e. Turn Left, my guess is you drove past this code board.
UG	2, 3, 4, 6, 7, 8, 9 and 11	The quiet zone was a clue to go into Cock Clarks. You either turned right passing Scotts Farm 827025½ and then turned left at The Vineyards on to the B1010 in which case you past SH22 which was not in the clues OR you went longest route via 813030 instead of going up yellow 815030
TC9	All	Same comment as TC8. Cars 2, 3, 7 and 11 now running so late you were OTL.
AH	2,3 , 7 and 11	This was a long way round triangle – see comment for NR above. Cars 2, 3, 7, and 11, as you were now running OTL the code boards may have been collected by the Closing Car or you may have cut to the Finish.
RH	2, 3, 7 and 11	This was a long way round triangle – see comment for NR above. Cars 2, 3, 7, and 11 – see above
RX	2, 3 and 11	Cars 2,3 and 11 – see above
NY	2, 3, 7 and 11	This was a long way round triangle – see comment for NR above. Cars 2, 3, 7, and 11 – see above
TC10		Same comment about timing. This was a standard herringbone, left to right. Car 1 had to change spare so 11 mins understandable. Not sure why Jim/Graham also lost 11 minutes.

General observations/suggestions

Romer - have this on a longish string around your neck, suggest a soft rubber is threaded onto the string.

Pencils – use a 2B or 3B. They leave a blacker line which is more visible. Have 3-4 sharpened and in a pencil clip or taped onto the dash

Pens – for inking in code boards on the time card

Clock – set your clock with rally time to check your due time and lateness, when to cut etc.

Trip – zero this at each control, it is a useful aid if you exceed the distance shown in the clues, an early indication of wrong slotting.

Map Board – This is essential. Use very stiff cardboard, not wood or metal (I have seen both, these will cut you in half in a serious head on).

Map board needs to fit the car as you need to make sure you do not impact on driver gear changes etc. I also have a couple of bull dog clips to hold the map steady. You can add all sorts of useful information to your map board, directions, map legend, clue tips etc.

Maps – When you get a list of quiet zones, this is a clue as to the route to be used. You can then fold the map accordingly. This route needed bottom right corner of map 167 and bottom left of map 168.

Marking maps – legally you can only highlight detail already printed on the map or information provided by the organising team. I only highlight grid line numbers pink for ‘eastings’ and orange for ‘northings’. I do not add anything more, I have tried highlighting spot heights but if you miss one and that is used in the clues this can really throw you, I speak from experience. When two maps are used some add in the margin the road junctions on the next map. I tend to have the two maps folded along side each other with the grid lines matching up. I also cut off the cover and legend and trim as much off the sides as this helps with folding and getting as much map as possible in the map board.

Potty – I rallied for 10 years without a potty, you can use a magnifying battery torch or magnifier and your map light or head light. Useful to have for that long way round 3 junction triangle north of Brentwood!

Plotting

Read the clue in full first, I often read out loud, watch out for the ‘avoids’ and the sometimes used ‘longest route’ option

Plot the next control first

Unless the control is right before a junction, I strongly suggest you drive slowly to the next junction and start plotting. Drivers you have a responsibility to be really smooth, no sharp braking, fast corners etc. If you can only drive at 20mph you can give the navigator a real opportunity to give you the direction at the next junction, keep this going and the navigator will be junctions ahead of you and when this plots to the next control, then you can speed up. You will save lots of time penalties. It is also very demoralising for other crews who have stopped when you drive straight past, even if you do end up stopping at the next junction.

If you have to stop, DO NOT stop in someone’s driveway or outside a house, very annoying when they can see you with lights on and car engine going. Also avoid stopping where another car has stopped. Experience is that when the car that stopped first moves off, it is very tempting to follow and if you have done all the hard work you don’t want to show others the route. If you stop, get the driver to read out the clues.

When you have plotted from one control to the next, then you can read the map using the potty reading our instructions to the driver, bend severity, bridges over rivers/streams (useful in Winter as these can be icier roads), look out for buildings, white tracks, footpath signs, phone boxes etc, these are all clues to confirm you are on the right route and can be a countdown to the junction that you need.

I have often said to the driver stay on this road for a mile, junction turn left. Then I get on with plotting and find that within a minute the driver is braking and asking if this is the junction when it is a white and we have only just driven a quarter of a mile. This is very time consuming so drivers can really help here.

Drivers when the navigator gives you an instructions such as T junction turn left, the first right after 2/10, keep repeating that to yourself, tell the navigator when you have turned left, then when you turn right. Do not forget. Asking your navigator means they have to backtrack on the map and if they are still plotting this is time consuming. Also, practice getting to know a white or driveway from a yellow road, you should never drive past a road unless you have confirmed this with the navigator. If you drive past a junction on the right whilst the navigator is plotting, the navigator says take the next right, you can see how the next junctions could all work and you can easily end up being miles off route.

Navigators, may sure you have marked quiet zones on your map and call these to the driver. Quiet zones means now spot lights and quiet. Picking up fails for this is unnecessary and a second offence is exclusion.

Road Rallying is all about team work, driver must be smooth and safe, I do not expect to having to keep looking up pr bracing because of sharp braking or bends taken too fast. Navigators, plot the route and check it from control to control. Once you have the route, then you can up the speed, go for accuracy first, speed second.

That's all for 2013 but if you ever want to discuss navigation then please contact me, I have been doing road rallying since 1978 and have some experience in higher category events in the Expert/Master class, bit rusty now but happy to share experience for what it is worth.

Regards, Brian Jaggs