

RALLY ROUND

**National
Table Top
Rally
May 1989**



INTRODUCTION

Welcome to the third Rally Round National Table Top Rally.

This year we are proud to be included as the fifth and last round of the National Table Top Championship.

Our popular format of last year is retained. Again you will be presented with 40 route cards, with at least 30 of them containing new ideas.

Our objective is that you will be well entertained during May by being presented with an unparalleled variety of navigational problems of varying degree of difficulty. As usual one section will be "timed" to split those with equal penalties.

Your objective is to plot swiftly and accurately and visit all the strategically undisclosed Passage Checks on the master route. This year less emphasis is being placed on mathematical wizardry and a computer will definitely not be needed.

Our usual high standard of awards and paperwork is guaranteed, as is a promise to at least equal 1988's publication of detailed results within 10 days of the closing date for receipt of marked maps.

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 £7.50.

PROMOTERS

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

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 133 edition A_*, plus the usual navigational and plotting aids.

OFFICIALS

Event Secretary - Ray Crowther, 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.

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

Experts Individuals not classified as Masters or Novices.

EVENT TIMETABLE

Wednesday April 26th, 1989 Last date for receipt of entries.

Thursday April 27th, 1989 Final Instructions and Route Cards sent to all competitors.

Saturday May 27th, 1989 Marked maps should arrive no later than Wednesday May 31st, 1989 bearing a post mark of May 27th, 1989 or earlier. Envelopes should be stamped or Post Office franked i.e. avoid using commercial meter machines.

Mid June, 1989 Detailed results, route card solutions, maps and awards (as appropriate) sent to all competitors.

PENALTIES

For each Time Control incorrectly recorded 1 mark

For each Passage Check missed

(including wrong approach and departure) 1 mark

On each "timed" section, per "second" deviation from the correct answer

..... 1/60th mark

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

ENTRY FORM

Name -----

Address -----

Tel No -----

Nominated Car Club ----- Class -----

* 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 £7.50 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:

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

AWARDS

1st Overall £20 plus Rally Round Cup* and engraved replicas

2nd Overall £15 plus engraved award

3rd Overall £10 plus engraved award

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

1st Master £10 plus engraved award

1st 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.

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

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

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

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
May 1989

Final Entry List

Masters

| | | | |
|--------------|-------------------|----------------|----|
| M1 | Dave Owen | Nat West MC | 20 |
| M2* | Mick Wicks | South Hams | - |
| M3 | Pete James | Cheltenham MC | 25 |
| M4* | Richard Strawson | WECC | 7 |
| M5 | Malcolm Price | - | 1 |
| M6 | Terry Croucher | CSMA (Leeds) | - |
| M7* | Tim Hare | Bedford | 9 |
| M8 | Trevor Crowe | - | 3 |
| M9 | Anthony Mason | - | 23 |
| M10 | Martin Rea | - | - |
| M11 | Geoff White | ECMC | 4 |
| M12* | Mrs Bridget Lewis | Oxford | 31 |
| M13* | Robert Muttram | Dolphin MC | 10 |
| M14 | David Cherrill | - | 8 |
| M15* | Mrs Brenda Ward | - | 13 |
| M16 | Graham Saunders | CSMA | - |
| M17 | John Boothe | Craven MC | 17 |
| M18 | Jonathan Ellis | - | - |
| M19 | Colin J Hensman | Propellers MC | - |
| M20 | R W Blackstock | Cheltenham MC | - |
| M21 | Richard Norbury | Alwoodley MC | 6 |
| M22* | Kevin Watkins | Forest of Dean | 14 |
| M23 | Mick Lowe | Matlock MC | 18 |
| M24 | J M Foster | Northallerton | 38 |
| M25 | Philip Bird | Cheltenham MC | - |
| M26 | Andrew Turnbull | Otley MC | - |
| M27 | Graham Lister | Otley MC | - |
| M28 (Ex E88) | Alison Jennings | Otley MC | - |

Experts

| | | | |
|------|---------------------|------------------|----|
| E1* | Mrs T M Dennison | Hampton & DMC | 29 |
| E2 | D W Quinton | - | 22 |
| E3 | David Keetley | CSMA | 50 |
| E4 | Ron Babbs | CSMA | - |
| E5 | Peter R Compton | - | 44 |
| E6 | Mrs Christine White | - | - |
| E7 | Tudor Jones | Clwyd Vale MC | - |
| E8 | E R Turnbull | - | 58 |
| E9 | Alan Whitney | South Hams | - |
| E10 | Robin Hernaman | WECC | 16 |
| E11 | Graham Goudie | Cranleigh MC | - |
| E12 | Mark Goodman | Bedford | 19 |
| E13* | P R Lear | Hants & Berks | 36 |
| E14 | Mrs Janet Robbins | Cheltenham MC | - |
| E15 | Phillip Robbins | Cheltenham MC | 26 |
| E16 | H N Watson | Knowldale | - |
| E17 | Paul Burns | Otley MC | 37 |
| E18* | Dave Bell | SCCON | 11 |
| E19 | Keith Cunningham | - | - |
| E20* | Jean Tyson | White Horse | - |
| E21* | Tim Kent-Phillips | - | 48 |
| E22 | Graham Ford | Cheltenham MC | 40 |
| E23 | P M A Byrne | Bognor Regis MC | - |
| E24* | Stephen Roberts | Land Rover | 46 |
| E25* | Tim Vassie | Natwest MC | - |
| E26 | Sylvia Huckle | - | 32 |
| E27 | John Allcorn | - | 21 |
| E28 | Peter Claughton | - | 49 |
| E29* | P Gosden | - | 54 |
| E30 | Colin Jeffs | - | - |
| E31 | Mike Arora | Jaguar Apprent's | - |
| E32 | Keith Bowie | CSMA | - |
| E33 | J Zoller | CSMA(Ipswich) | - |
| E34 | Carol Moulton | - | 39 |

| | | | |
|-------------|-----------------|-------------------|----|
| E35 | Wendy Moulton | - | - |
| E36 | Mrs R E Irons | CSMA | - |
| E37 | Robert Daines | CSMA(NEL) | - |
| E38 | Dave Arkle | CSMA | - |
| E39 | Michael Hilton | Swindon Phoenix | - |
| E40 | E Hopes | Cheltenham MC | - |
| E41 | Ian Graham | Natwest MC | - |
| E42 | D Clarke | CSMA | - |
| E43 | A D Duffield | - | - |
| E44 | J H Watson | CSMA | - |
| E45 | D Bleakley | CSMA | - |
| E46 | Glyn Williams | CSMA | - |
| E47* | Paul Hernaman | WECC | - |
| E48 | D A Ogden | 061 MC | - |
| E49 | Julian Ellis | CSMA(Ipswich) | - |
| E50 | H R Simpson | CSMA(Bedford) | 5 |
| E51 | J T Travis | Darlington | - |
| E52 | Norman Nicolson | CSMA | - |
| E53 | George Vost | Sevenoaks DMC | - |
| E54 | Brian Stott | 061 MC | - |
| E55 | Paul Megretton | - | - |
| E56 | Chris Blanksby | Yorkshire Bank | - |
| E57 | Keith Mahood | West Lancs MC | 35 |
| E58 | M F Barrett | Propellers MC | - |
| E59 | Barry Elliott | Bury AC | 51 |
| E60 | Andrew Harvey | GEC(Coventry) | - |
| E61 | John Carroll | - | - |
| E62 | Mrs J Cutler | GEC(Coventry) | - |
| E63 | Mrs E M Glover | - | - |
| E64 | S R Hampshire | Bedford | 43 |
| E65 | Eileen Higgins | Hartlepool DMC | - |
| E66 | Paul Broadbent | Hartlepool DMC | - |
| E67 | Andy Wakeman | Hartlepool DMC | - |
| E68 | Phil Norton | Hartlepool DMC | - |
| E69 | Tim Hilditch | Hartlepool DMC | - |
| E70 | Dave Thomas | Swindon Phoenix | - |
| E71 | Robert C Green | Solway CC | - |
| E72 | Marcus Ormerod | Bury AC | - |
| E73 | Philip Senior | Morecombe | - |
| E74* | Mike Kent | Ripon MSC | 53 |
| E75 | J Gilmour | CSMA | - |
| E76 | Peter Harbord | - | - |
| E77 | G H Ware | Eastwood DMC | - |
| E78* | Richard Rowland | - | 28 |
| E79 | Malcolm Evans | Gwendraeth Valley | - |
| E80 | Gethin Rees | Gwendraeth Valley | - |
| E81 | Aled Davies | Gwendraeth Valley | - |
| E82 | David Brown | Jaguar Apprent's | 34 |
| E83 | Henry Carr | Ilkley MC | - |
| E84 | Sue Laver | WECC | - |
| E85 (Ex N6) | Richard Faraday | Rotherham MC | - |
| E86 | Jill Wright | Otley MC | - |
| E87 | Peter Tennant | Otley MC | - |
| E88 | J P Kitts | Otley MC | - |
| E89 | Mark Read | Matlock MC | - |
| E90 | B C Chamberlain | CSMA(NWL) | - |

Novices

| | | |
|----|--------------|--------------------|
| N1 | John Pullin | Bognor Regis MC |
| N2 | Bob Smith | WECC |
| N3 | Vincent Orme | Carlton & District |
| N4 | David Leavy | WECC |
| N5 | Steve Smith | Northallerton |

The numbers on the right are last year's position.
 * Competitors on all previous Rally Round Table Tops

WEST ESSEX CAR CLUB LIMITED
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FINAL INSTRUCTIONS

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

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 this new event in 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 133 edition A_*
- There are 40 competitive sections and no link sections. The end of one section is automatically the start of the next section. Each section runs from one Time Control (TC) to the next.
- Against the title of each section is a number in parentheses. This represents the number of undisclosed Passage Checks(PCs) in the section. The number of PCs are varied depending upon length of route and complexity of route card. Thus if you miss a section you will be penalised by the number of PCs.
- Unless otherwise stated the plots are in order.
- Unless otherwise stated the shortest route consistent with the information given should always be used.
- Dual carriageways as shown on the map are regarded as two separate roads.
- No junction or part of the route may be used more than once.
- The route is confined to all roads defined under "roads and paths" on the map key. Paths are to be ignored. Reference to white roads ignores any coloured overprint such as red bridleways, green woods etc. They are still white.
- All 'no through roads' shall be ignored. Roads disappearing under bridges, words or symbols and reappearing on the other side are through roads. Gates may be passed through. All roads leading to the edge of the map are 'no through roads'.
- Road colours may be referred to as Red, Orange, Yellow and White.
- Where a triangulation pillar or other symbol, letter or figure touches the road it will be regarded as being on the road.
- Spot heights are defined as being on the road where the actual 'spot' is on or touches the road.
- Where reference is made to bridges they are only counted where a bridge symbol is specifically shown.
- All compass directions are based upon grid north unless otherwise stated.
- Where applicable, measurements are to be made from the centre of the road.
- 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 Ray Crowther on 0376-519413 if there is any administrative matter which you cannot resolve. Questions relating to the route will be answered with "No Comment".
- Send your marked maps to Ray Crowther, RRTT, 48 Collingwood Road, Witham, Essex, CM8 2DZ. Make sure your name, competition number and address are shown along the top margin of your map, and your competition number is on the top left of your envelope. Marked maps should arrive no later than Wednesday May 31st, 1989 bearing a post mark of May 27th, 1989 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 enclosed questionnaire. 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 at the end of May,

"Crow"

BLACK SPOTS

The following are Black Spots for the whole event: 3657 2791, 2100 1245, 2030 2150, 2193 1100, 2380 1148, 3935 2900, 0439 4150 (all 50 metres radius) and SE quarter of 0333.

ELECTRIFYING START (13)

TC1 @ 1363 1000WNW to TC2 @ ENE1100 1247.

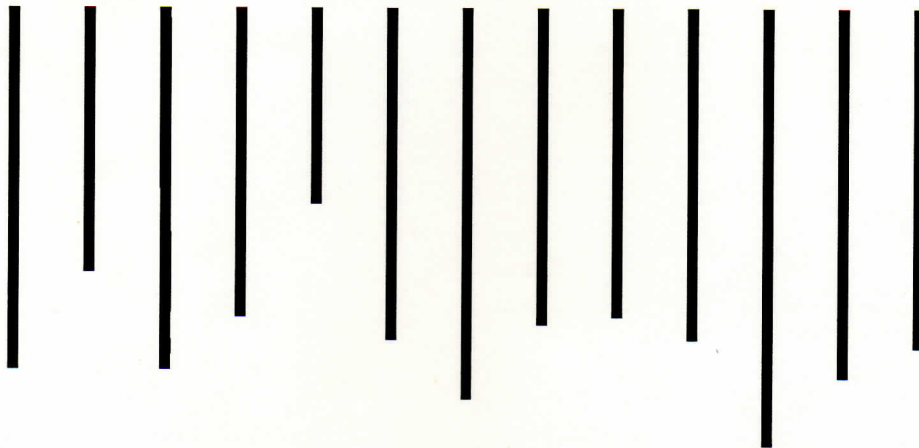
Number the ETL road crossings going North from 1 to 25. Visit these crossings in the following order 1 2 3 4 5 6 21 22 23 24 20 19 18 17 16 14 13 11 10 7 8 9.

BAKERS DOZEN (7)

TC2 @ 1100 1247WSW to TC3 @ ENE0092 1380 by crossing grid lines the number of times shown 01(3) 02(1) 03(1) 04(1) 05(3) 06(1) 07(5) 08(1) 09(1) 10(3) 11(6) 12(10) 13(3).

MEASURE FOR MEASURE (9)

TC3 @ 0092 1380NNW to TC4 @ W0200 1846 only via



AP REFERENCE (4)

TC4 @ 0200 1846E to TC5 @ N0499 1800 via 300196 330184 370187 435181.

TENEZ A LEFT/RIGHT (9)

TC5 @ 0499 1800SSE to TC6 @ NE0800 1730 only via G D G D D D D D G D G G G D D G D G G G G D G D G D G D D G D D G D G G D D G G D D D D G.

OFTEN OVER TROUBLED WATERS (4)

TC6 @ 0800 1730SW TO TC7 @ NNW0628 2200.

Crow's distances between the only ones on route 2.7 0.3 1.3 0.49 0.52 1.3 0.62 0.59.

BLUE CROSS CODE (6)

TC7 @ 0628 2200SW to TC8 @ NNW0400 2080 via the following points 1.04 @ 157°, 1.47 @ 195°, 2.13 @ 206°, 2.30 @ 216°, 2.22 @ 228°, 3.34 @ 262°, 4.08 @ 265°.

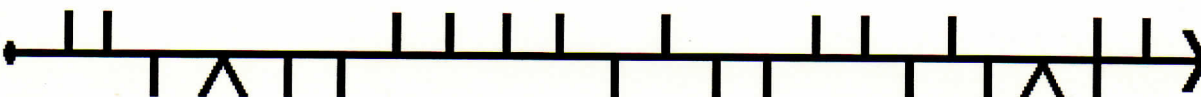
TYPEWRITER TEASER (6)

TC8 @ 0400 2080W to TC9 @ SSW0561 2385.

If W=1, S=11, H=15, L=18 and M=26 then proceed via T O Q R A Z Y O Q R E A B P X E A A Q F E J I C V Q A K O V U E Q E V Q R E N Z R Y D G Z T E Z T P Y C P C R Q Y Y Y.

YOUR PATHS TO SUCCESS? (6)

TC9 @ 0561 2385NNE to TC10 @ SSW1122 2470 by ignoring only the following paths. Do not use any white roads.



REGULARITY SECTION (10)

TC19 @ 2012 1300SE to TC20 @ WSW2600 1096.

Travel as far as you can in Km. square 2012, eventually exiting into Km. square 2011. Then travel as far as you can in Km. square 2011, eventually exiting into Km. square 2010. Continue in the same fashion through Km. squares in the following order 2010, 2110, 2111, 2112, 2212, 2211, 2210, 2310, 2311, 2312, 2412, 2411, 2410, 2510 to TC20.

Using the table opposite, now calculate how long it took you to complete the section based upon the road colour changes on your route. The numbers represent seconds. For example, every time your route changes from a White road to a Yellow road add 12 seconds, Yellow road to a Red road add 5 seconds etc. Where you cross over a different coloured road at a crossroads, include that in your calculation.

Write your total time as minutes and seconds next to TC20 on your map - you need **NOT** mark the route. You will be penalised 1/60th of a mark for every second that your time deviates from the correct answer, up to a maximum of 10 marks.

| | | To | | | |
|------|---|----|----|---|----|
| | | W | Y | O | R |
| From | W | - | 12 | 6 | 10 |
| | Y | 9 | - | 7 | 5 |
| | O | 8 | 3 | - | 1 |
| | R | 11 | 4 | 2 | - |

OVER THE EDGE (6)

TC20 @ 2600 1096ENE to TC21 @ WSW3839 1004 by always keeping as South as possible.

SUM HEIGHTS (6)

TC21 @ 3839 1004N to TC22 @ E3563 1416 via only 45.

ALPHANUMERIC (8)

TC22 @ 3563 1416WSW to TC23 @ SSE3128 1259 via only 23 1 2 4 24 23 20 25 20 7 13 8 15 4 4 5 9 6 18.

RENSEIGNEMENTS TOURISTENANGABEN (9)

TC23 @ 3128 1259W to TC24 @ SW3800 1985 via only T,p T,A T,o AO,vlFT T,o T,p T,p Bd'i T,o T,o Tpc T,p T,p T,o C T,o.

TALL STORY (9)

TC24 @ 3800 1985NE to TC25 @ N3413 2097 only via

Gone are the days of simple table tops. I can remember when the search for *spot heights* was not *clouded by words*. I thought wonderful ideas would dawn and the solution miraculously appear. Only dreams dashed by the organisers sleight of hand. Night works its way on till dawn. Did I say dreams? More like nightmares. Back and forth reeled my dizzy brain. Three more hours and still no further forward. But there is defiance in my eyes, even as another day passes. What would I say in times of despair? "If I've got this far, I've got to finish". I feel evening creeping on again. It's at times like these, we could go off our favourite pastime.

ANYONE FOR TENNIS? (6)

TC25 @ 3413 2097ESE to TC26 @ WNW3200 2632.

In the game between John Northing and Peter Easting the points went as follows. John served first.

0-15 15-15 30-15 30-30 40-30 40-40 A-40 40-40 A-40 1-0 15-0 15-15 30-15 30-30 40-30 1-1 15-0 15-15 15-30 30-30 30-40 1-2 0-15 15-15 15-30 30-30 40-30 40-40 40-A 2-2 0-15 0-30 15-30 Rain stopped play.

IT'S THE GOALS THAT COUNT (7)

TC26 @ 3200 2632ESE to TC27 @ WSW3300 3262.

Strangely, the first five results in this season's North Norfolk Football League together with the current league table give you all the information you need.

| | P | W | D | L | F | A | Pts | | |
|-------------|---|---|---|---|----|----|-----|---------------------------|-----|
| Crostwright | 3 | 2 | 0 | 1 | 25 | 13 | 6 | Honing v East Ruston | ?-? |
| Honing | 3 | 1 | 1 | 1 | 8 | 11 | 4 | East Ruston v Crostwright | ?-? |
| East Ruston | 2 | 1 | 0 | 1 | 14 | 14 | 3 | Crostwright v Ridlington | ?-? |
| Bacton | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Crostwright v Honing | 6-? |
| Ridlington | 1 | 0 | 0 | 1 | 1 | 10 | 0 | Honing v Bacton | ?-? |

ILLUMINATING (10)

TC27 @ 3300 3262ENE to TC28 @ E3665 3137

The lighthouse in Happisburgh is used strangely for lighting the way for land traffic rather than sea traffic. Even stranger is the fact that light from the centre of the beacon can only be seen at certain points in the kilometre squares used on your route to TC28. All these points must be visited using the shortest route.

3331 (5.5) 3332 (5.6) 3431 (3.5) 3529 (2.8) 3531 (3.0) 3628 (3.2) 3630 (1.9) 3530 (2.5) 3730 (0.75) 3729 (1.8)
3731 (0.7) 3828 (2.0) 3829 (1.5) 3830 (0.3) 3831 (0.5) 3631 (1.7) 3728 (1.9) 3629 (2.8) 3528 (3.2)

ORANGES & LEMONS (13)

TC28 @ 3665 3137N to TC29 @ E2500 3937

For the three B roads shown below, consecutive junctions with yellow roads are shown together with the direction of departure from them on your route.

B1159 Happisburgh to Sidestrand - - - - N - - - E WNW WNW N S N WSW NW S NW SSW WNW SSW W S SSE

B1150 Bacton to North Walsham - - - WSW WNW - W N - - - -

B1145 Mundesley to North Walsham - - SSE - NNW - - - - -

OUT FOR THE COUNT (7)

TC29 @ 2500 3937W to TC30 @ W2900 3155.

Numbered exits clockwise from origin 4 5 6 7 5 2 5 4 3 7 9 4 5 1 7 6 4 2 5 8 3 3 1 5 6 7 3 5 7 8 5 4.

SQUARE VISITS (9)

TC30 @ 2900 3155E to TC31 @ NE3041 2068 only via the following visits to coded kilometre squares.

A B C B C B C D E F G(2929) H I F I J K L M J M L M L N O M O N P Q R S P S T U(3222) V W V W X W Y Z

ARE YOU ON THE RIGHT LINES? (17)

TC31 @ 3041 2068SW to TC32 @ N1747 4201 only via

SW NE NW NE WSW NE WSW ESE W NE W E W NNE W NNE WNW NNE SSW ENE SSW ESE W E SSW E W NNE S NNE SW NE N SSW NNW WSW NNW SSE.

NOT A FREE ENTRY (9)

TC32 @ 1747 4201SSE to TC33 @ ESE1659 3501 only via W W W W W W Y Y Y R Y Y W W W W W W Y Y Y Y W Y Y W Y Y Y Y Y Y W W Y.

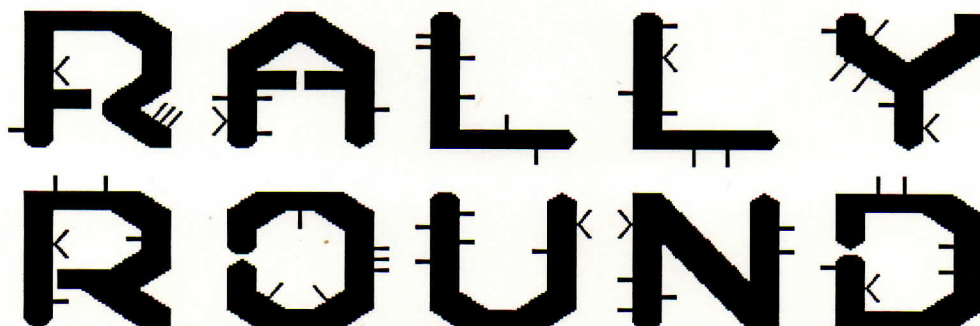
RALLY ROUND I (6)

TC33 @ 1659 3501WNW to TC34 @ SSW1048 3674 via

DOONROUA DOYNRORU DOAAROOA DRLARORD DRYORRON DUYNRRNA DUONRROR DUDUROUND
ALYUROAR ALLYROUND DARDRYDA

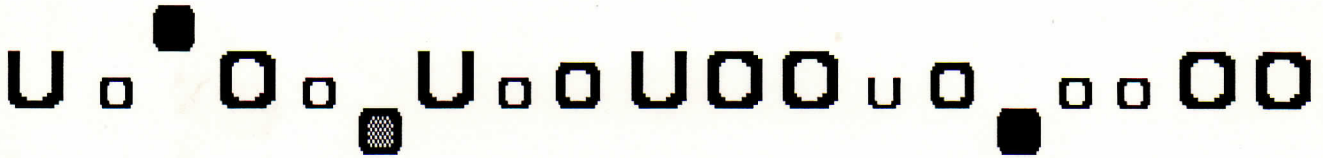
RALLY ROUND II (13)

TC34 @ 1048 3674E to TC35 @ ENE1660 4257 via



O WILL U GET THIS RIGHT? (10)

TC35 @ 1660 4257NNW to TC36 ENE0588 3683 only via



LAZY NUMBERS (14)

TC36 @ 0588 3683S to TC37 @ SE0107 3345 only via TS FS EO SS TS TS FF FF SS FT FF FF FS FE TT TF SS SF SO FE NS.

WHERE ONE GETS CROSSED (7)

TC37 @ 0107 3345E to TC38 @ S0078 4300 only via 0.53 0.93 0.22 0.59 0.70 0.00 0.33 0.80 0.69 0.08 0.73 0.14 0.25.

VOWEL TO GET THIS RIGHT (8)

TC38 @ 0078 4300N to TC39 @ NNE0130 4167 only via la ouuieei oei oeee oei aeieoeu eaaeieoa oeee eaaeieoa aeieoeu l e iauaaeiae eaeae l eaeae aei eauui aaoueeau oueaa i aaoueeau oueaa i ooaou eieauuuu eiei ioiuuu i aaoueeau ioiuuu aa oe aaoueeau oe aoe ea iueo ai iaouie ie iaouie ouoieoue io o oei o i lei.

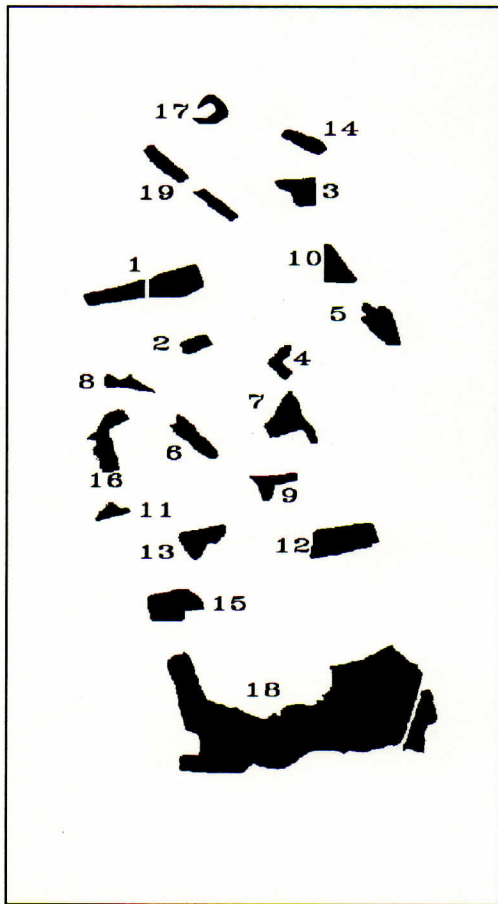
50 TO 40 (4)

TC39 @ 0130 4167SSW to TC40 @ SSE0350 3718 by crossing contour line 50 only as many times as possible.

PHEW! (11)

TC40 @ 0350 3718W to TC41 @ NW0490 4057SSW (Bayfield Hall).

Use all permitted roads/junctions crossed by joining TC40 to + in 0336, and then the + in 0336 to the + in 0335, and so on to the + s in 0334 0332 0535 0436 0441.



Well, that's it for this year. We were always great believers in you getting your money's worth out of a map! I hope that you enjoyed this event and the others in the Championship.

The Rally Round results will be with you as soon as humanly possible after the closing date.

Make sure you have your name, number and address written in the top right corner of your map, and please enclose your completed questionnaire.

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
May 89
ROUTE CARD SOLUTIONS

ELECTRIFYING START

This didn't seem to trouble many of you, the only real difficulty was making sure you got the shortest route. It was possible that the white through 129168 didn't go, but I allowed it and the longer route via the yellow. Some of you missed the shorter white through 110183.

BAKERS DOZEN

What a headache this was for me. There were three possible solutions to this, it was all a matter of choosing the one with the shortest route, which if you measured was obvious? Not so. The problem area was the small loop near 05321100 - does it or doesn't it cross grid line 11? My map said definitely yes. But so many chose the next best alternative, that I gave it another look. Lo and behold, on about 50% of the maps it clearly didn't, so I eventually allowed both possibilities, but not combinations thereof. This unfortunately delayed the results, but I'm sure those affected don't mind. Hence there are two versions of some of the PCs.

MEASURE FOR MEASURE

The length of the lines in millimetres represented the values of spot heights which were 48 35 48 41 26 44 52 42 41 44 58 49 45. I made the route through 41 via the white or yellow the same distance, so both were allowed.

AP REFERENCE

The clue was in the title. Each was an eight figure map reference with the first and last digits removed. The Easting was obviously 0 and the Northings only fitted at one point. The resultant full references were 0300 1965 0330 1849 0370 1879 0435 1819.

TENEZ A LEFT/RIGHT

A little bit of French here. G = Gauche = Left, D = Droit = Right. Thereafter ignore roads left and right like a herringbone. Some made strange tours around the airfield but still picked up the right PCs.

OFTEN OVER TROUBLED WATERS

As Simon and Garfunkel sang i.e. bridges. Very few errors here.

BLUE CROSS CODE

Distances and angles from the graticule (blue cross) @ 081214. You had to be accurate here with your plotting, the plots were best obtained mathematically. Some of you missed PC7A.

TYPEWRITER TEASER

Look at a standard typewriter keyboard. Number the top line of letters from 0 to 9, the second line from 10 to 18, the third line from 20 to 26. 19 was missing on purpose so that I could start each line with a number ending in 0. Put all these numbers together and then punctuate them into a series of map references, grid lines and spot heights. PC8D allowed a subsequent route on the yellow or red roads as they were the same distance.

YOUR PATHS TO SUCCESS

Like a normal herringbone but you had to ignore paths (footpaths and roads used as a public path) instead of roads. Some missed the road/path through 0524 3000 and failed at PC9C and PC9D. The last path crossroads was possibly below the yellow/orange junction so only a departure at PC9F was required.

BRICKS AND MORTAR

Another herringbone variant which didn't trouble you, this time ignoring buildings to the right and left of the roads you used.

FIRST SLIP?

The cricket scores referred to the value and number of spot heights on route. You should have come up with the following 45 37 47 35 41 34 48 47 49 22 48 25 48 47 52 38 52 33. The "crossroads" at 132264 was a bit iffy, so the longer and shorter routes were allowed by no departure direction from PC11A.

NINE TIMES

Nine times 5 for the spot heights on route i.e. 45 36 54 45 27 27 36 36. Almost 100% right.

ORIGIN-ALITY

Self-explanatory! Again you had to be accurate with your measurements. The loops via PC13C and PC13I caused the most problems. An approach direction only was required at PC13F because of the dubious crossing of grid line 19 just after. The route card mistakenly only quoted 8 PCs, when there were in fact 10; so the maximum penalty for the section was set at 8.

ORANGES & LEMONS

You could go wildly wrong if you didn't take the shortest route. With the right idea some still missed PC28H. Either white leaving PC28M was permitted as they measured the same.

OUT FOR THE COUNT

Count the exit roads starting at the bottom left of each kilometre square used. Leave according to the number quoted. Those that did it, got it.

SQUARE VISITS

A(2931), B(2930), C(2830), D(2829), E(2828), F(2928), G(2929), H(3029), I(3028), J(3027), K(3127), L(3126), M(3026), N(3125), O(3025), P(3124), Q(3024), R(3023), S(3123), T(3223), U(3222), V(3122), W(3121), X(3021), Y(3120), Z(3020). Two common errors here. PC30A/B were shorter than some chose, as was PC30E.

ARE YOU ON THE RIGHT LINES?

Generally zig-zagging across the railway lines. For PC31F, some tried to turn left off the A road rather than use the yellow underneath. PC31I was shortest using the most Northern white. PC31P - why did many of you use a non-existent road through 198423?

NOT A FREE ENTRY

Entering Km squares using the road colours shown. Once you got through the first whites you were OK.

RALLY ROUND I

Solve the code and plot the following via map references 1558 3520 1568 3532 1500 3500 1390 3531 1365 3358 1258 3353 1212 3528 0962 3503 0996 3528 1031 3610.

RALLY ROUND II

Most twigged this variant on a herringbone. Just go from the rounded end to the pointed end on each of the letters in sequence. A few failed at PC34G because of the tiny white near the X-roads @ 1042 3900.

O WILL U GET THIS RIGHT?

The most thought-provoking of all, and only correctly solved by first, second and third overall. The "U" was Under a bridge, the "u" under a footbridge, the big "O" over a bridge, the middle-sized "O" a letter on the road, the small "o" a roundabout, the black "O" a church with a spire, the shaded "O" a railway station. So, under a railway in 1643, roundabout in 1543, pass the church in 1543, over a bridge in 1543, roundabout on GL43, pass the station in 1543, under a bridge in 1643, roundabout on GL43, the letter O in 1342, under a bridge in 1242, over a bridge in 1141, over a bridge in 0940, under a footbridge in 0839, the letter O in 0839, the church in 0738, the roundabout in 0738 (twice), over bridges in 0637 (twice). Those that were close probably missed the shortest route through PC35A.

LAZY NUMBERS

Just the first letters of the spot heights passed through on route i.e. 27 57 81 77 37 36 54 54 66 52 44 55 57 58 33 34 76 65 71 58 97. Common errors were not taking the shortest route through PC38G, PC38H and PC38L. I allowed a few alternatives from PC36D to PC36E because of equal distance and the white through 044 308 although it's "not continuous".

WHERE ONE GETS CROSSED

The title said it all again. You had to keep crossing GL 01 at the distances in kilometres from the Northings. PC37D only had an approach direction because of the N-S yellow "crossing" GL 01.

VOWEL TO GET THIS RIGHT

Kilometre squares to be visited were defined by the vowels that they contained, reading from North to South, but ignoring any that touched or overlapped grid lines. The "white" through 0295 4395 was allowed as well as the longer yellow route.
50 to 40

It did say only contour 50, but some wandered off near PC39B and interfered with the last route card. Others missed the white into PC39D.

PHEWI

Several drew their lines correctly and failed to pass through all the points, often missing PC40A/B/C. PC40G required use of the white loop off the Orange road.

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
May 89
PASSAGE CHECK LOCATIONS

| | | | | | | | | | | | |
|-----|----------|----------|-----|----------|----------|-----|---------|----------|-----|----------|----------|
| 1A | E1285 | 1052N | 13C | ESE1857 | 3557S | 22G | NNE3359 | 1222SSW | 32A | E1710 | 4081W |
| 1B | W1300 | 1092E | 13D | N1910 | 3342WNNW | 22H | 3222 | 1155 | 32B | SW1808 | 3881N |
| 1C | S1347 | 1403NNW | 13E | SSW1787 | 3128ESE | 23A | S2794 | 1458W | 32C | W1908 | 4070W |
| 1D | S1312 | 1808N | 13F | W1930 | 3115 | 23B | S2489 | 1230N | 32D | SE1878 | 3992S |
| 1E | E1209 | 1991N | 13G | S2038 | 3493NW | 23C | W2690 | 1726SW | 32E | NNE1803 | 3800ESE |
| 1F | E1275 | 2238NNE | 13H | W2339 | 3500S | 23D | N2735 | 1390NE | 32F | NE1687 | 3814WNNW |
| 1G | E1064 | 2322SSW | 13I | NNW2291 | 3400W | 23E | WSW3070 | 1402NNW | 32G | N1462 | 3728SE |
| 1H | SW1134 | 1978SE | 13J | S2258 | 3417SW | 23F | S3034 | 1849ESE | 32H | SSW1671 | 3700SE |
| 1I | NNE1124 | 1790SE | 14A | SE2110 | 3428S | 23G | NNE3269 | 1854SW | 32I | NW1772 | 3525W |
| 1J | NE1143 | 11590E | 14B | W2111 | 3321ENE | 23H | NW3428 | 1770S/SW | 32J | E1559 | 3520N |
| 1K | SSE1150 | 1460WSW | 14C | N2104 | 3142SSW | 23I | SSW3600 | 1700SE | 33B | S1468 | 3540W |
| 1L | NNW1163 | 1270NE | 14D | N2182 | 3080E | 24A | SE3820 | 2130E | 33C | N1370 | 3355NW |
| 1M | E1178 | 1249S | 14E | WSW2095 | 2963SSE | 24B | SSE3858 | 2365N | 33D | N1258 | 3353NNW |
| 2A1 | N0973 | 1210E | 14F | NNW2108 | 2876NE | 24C | SSW3995 | 2632W | 33E | SE1210 | 3528SW |
| 2A2 | NW1108 | 1132W | 14G | SE2390 | 3042SSW | 24D | NNE3857 | 2744W | 33F | E0984 | 3430NNW |
| 2B1 | N1038 | 1125S | 14H | N2354 | 3208E | 24E | W3730 | 2639S | 34A | S1165 | 3721EE |
| 2B2 | ENE1038 | 1125S | 14I | W2576 | 3080SSW | 24F | W3827 | 2479SW | 34B | S1223 | 3694E |
| 2C1 | S0973 | 1201W | 14J | NNE2638 | 2875NW | 24G | NE3800 | 2420NW | 34C | N1284 | 3718W |
| 2C2 | W1029 | 1183E | 14K | ESE2534 | 3010SSW | 24H | SSW3727 | 2524NW | 34D | NNE1162 | 3758WNNW |
| 2D | E0678 | 1329ESE | 14L | W2614 | 2831SSW | 24I | W3539 | 2270S | 34E | NE1028 | 3738NW |
| 2E | E0670 | 1117W | 14M | N2790 | 2821NW | 25A | E3601 | 2022S | 34F | SSE0916 | 3817NNE |
| 2F | NE0480 | 1119E | 14N | 2900 | 2513S | 25B | ESE3400 | 2020W | 34G | W1018 | 3905SSE |
| 2G1 | S0539 | 1106E | 14O | NNE2725 | 2374WNNW | 25C | S3251 | 2042ENE | 34H | WNN1070 | 3940ESE |
| 2G2 | SSE0548 | 1054WSW | 14P | NE2638 | 2228NW | 25D | ENE3253 | 2118NNE | 34I | E1210 | 3914S |
| 3A | N0191 | 1390SE | 14Q | NW2735 | 2257NNE | 25E | SSW3306 | 2259NW | 34J | SSE1431 | 3968E |
| 3B | WNNW0530 | 1232N | 14R | S2765 | 2050N | 25F | NE3312 | 2611SSE | 34K | W1598 | 4000N |
| 3C | SE0455 | 1395N | 14S | ENE2650 | 2108SW | 26A | SSE3311 | 2775E | 34L | W1594 | 4101ENE |
| 3D | WSW0425 | 1598NNE | 14T | WSW2508 | 2233NNW | 26B | SSW3641 | 2788W | 34M | S1697 | 4229E |
| 3E | E0530 | 1693W | 14U | N2561 | 2298ENE | 26C | S3529 | 2968NW | 35A | E1600 | 4327 |
| 3F | 0383 | 1678WNNW | 14V | S2603 | 2301WNNW | 26D | NE3400 | 3050SSE | 35B | NNW1558 | 4331SSE |
| 3G | NNW0219 | 1628SW | 14W | SSW2605 | 2318NW | 26E | N3307 | 2963S | 35C | NE1543 | 4305E |
| 3H | SE0131 | 1563NW | 14X | W2628 | 2414N | 26F | NE3167 | 3018N | 35D | E1590 | 4295W |
| 3I | E0090 | 1724NNW | 14Y | E2569 | 2670N | 26G | W3170 | 3122E | 35E | ESE1332 | 4224S |
| 4A | W0375 | 1991SSW | 14Z | S2532 | 2740W | 27A | NNW3387 | 3132E | 35F | SSE1018 | 4151SW |
| 4B | NW0329 | 1850E | 15A | NE2200 | 2375NW | 27B | W3590 | 3200SSE | 35G | ENE0950 | 3951WSW |
| 4C | SW0371 | 1885SE | 15B | SW2212 | 2440NNW | 27C | W3662 | 3085S | 35H | S0844 | 3965NW |
| 4D | W0428 | 1820E | 15C | SSE2091 | 2518 | 27D | N3581 | 2935E | 35I | NE0768 | 3869 |
| 5A | N0608 | 1741NNE | 15D | W2203 | 2750NNW | 27E | WSW3641 | 2840SSE | 35J | E0788 | 3808N |
| 5B | E0729 | 1623S | 15E | ENE2129 | 2832WSW | 27F | 3750 | 3026E | 36A | WNNW0850 | 3481SSW |
| 5C | SW0867 | 1492SE | 15F | NNE2037 | 2862W | 27G | S3759 | 2931W | 36B | W0880 | 3180ESE |
| 5D | WNNW0961 | 1392NNE | 15G | SSW1980 | 2765N | 27H | SE3830 | 2990N | 36C | N0998 | 3042SW |
| 5E | SS1021 | 1441SE | 15H | NNE1840 | 2800NW | 27I | S3815 | 3083W | 36D | E0670 | 3130NNW |
| 5F | SW1073 | 1462NW | 15I | N1631 | 2681W | 27J | E3796 | 3113W | 36E | 0502 | 3128NW |
| 5G | SW1058 | 1560E | 15J | SW1762 | 2730SE | 28A | S3611 | 3288W | 36F | N0315 | 2554WNNW |
| 5H | SE1125 | 1518N | 15K | NNW1944 | 2664SSE | 28B | SE3410 | 3371NE | 36G | W0242 | 2658NNW |
| 5I | N0957 | 1556W | 15L | SSW2039 | 2645SE | 28C | NNW3330 | 3356WSW | 36H | W0318 | 2490S |
| 6A | SSW0819 | 1996E | 15M | NNE1980 | 2426S | 28D | NNE3121 | 3194WNNW | 36I | N0328 | 2430W |
| 6B | SE0900 | 2120N | 16A | E1697 | 2130SSE | 28E | NE2979 | 3142N | 36J | SSW0064 | 3037ESE |
| 6C | SSW0921 | 2278WNNW | 16B | NNE1736 | 1855NNW | 28F | S2969 | 3341N | 36K | SW0315 | 2937NW |
| 6D | SW0785 | 2314NW | 16C | SSE1538 | 2018SSW | 28G | NNW3094 | 3577SSW | 36L | E0205 | 3052NNE |
| 7A | WNNW0848 | 2047WSW | 16D | NNNW1698 | 1828ENE | 28H | N3090 | 3419E | 36M | W0217 | 3177NW |
| 7B | N0770 | 1987WSW | 16E | N1668 | 1621SSE | 28I | ENE3189 | 3475WSW | 36N | ESE0160 | 3240NNE |
| 7C | W0724 | 1950SE | 16F | W1942 | 1567N | 28J | E3080 | 3662N | 37A | S0078 | 3489E |
| 7D | SSE0670 | 1961WNNW | 16G | SW1939 | 1808SE | 28K | N2896 | 3733NW | 37B | E0095 | 3520NW |
| 7E | ESE0641 | 1995SSW | 16H | NNW2027 | 1761E | 28L | ENE2794 | 3825N | 37C | SW0164 | 3631W |
| 7F | S0478 | 2095SW | 16I | ENE1980 | 1900WSW | 28M | E2715 | 3854 | 37D | W0101 | 3680 |
| 8A | ENE0310 | 2058WNNW | 16J | SSE1850 | 2038NE | 29A | NW2537 | 3802S | 37E | W0072 | 3860NNE |
| 8B | N0128 | 2092WNNW | 16K | 1952 | 2178ENE | 29B | SSW2642 | 3712SE | 37F | SE0072 | 4085N |
| 8C | W0038 | 2203N | 16L | S2101 | 2238E | 29C | NNE2684 | 3621SE | 37G | S0101 | 4125E |
| 8D | W0200 | 2374SSE | 17A | NE2222 | 2222W | 29D | ESE2781 | 3605S | 38A | S0300 | 4419E |
| 8E | W0379 | 2137NNE | 18A | WSW2340 | 1970 | 29E | SSE2845 | 3497ESE | 38B | E0487 | 4328SSE |
| 8F | SSW0494 | 2290NNE | 18B | SSW2344 | 2248 | 29F | N2700 | 3386E | 38C | W0725 | 4294NE |
| 9A | ESE0533 | 2458WNNW | 18C | 2522 | 2070 | 29G | N2870 | 3235S | 38D | S0852 | 4350ESE |
| 9B | SW0556 | 2617N | 18D | ESE2504 | 2002W | 30A | W2901 | 3078SSW | 38E | E0789 | 4246SE |
| 9C | W0583 | 2978N | 18E | WSW2632 | 1947 | 30B | N2901 | 3001W | 38F | ENE0671 | 4177NNW |
| 9D | E0614 | 2922S | 18F | E2632 | 1789WSW | 30C | NW2886 | 2880NE | 38G | S0470 | 4261W |
| 9E | N0790 | 2491SSW | 18G | E2560 | 1742W | 30D | E2940 | 2837SSE | 38H | SE0303 | 4220SW |
| 9F | 0993 | 2307NNE | 18H | NE2412 | 1730 | 30E | NNW3078 | 2782NE | 39A | NW0275 | 4060SSW |
| 10A | SSE0902 | 2650NNW | 18I | SE2322 | 1806NNW | 30F | SW3112 | 2672SSW | 39B | N0374 | 3967W |
| 10B | WNNW0615 | 2776NE | 18J | SSW2367 | 1556WSW | 30G | W3169 | 2489S | 39C | W0340 | 3873NW |
| 10C | N0907 | 2755E | 18K | SSE2171 | 1700S | 30H | W3135 | 2400E | 39D | W0438 | 3785S |
| 10D | SW0955 | 2922SSE | 20A | N2622 | 1008ESE | 30I | SSE3122 | 2204SW | 40A | 0310 | 3731WSW |
| 10E | SSE0976 | 2881NE | 20B | N2730 | 1008E | 31A | SW3014 | 2117NW | 40B | W0320 | 3701E |
| 10F | NNW1088 | 2779WNNW | 20C | N2822 | 1018ENE | 31B | E2961 | 2251N | 40C | W0366 | 3600SE |
| 11A | SSW1272 | 2576 | 20D | N3072 | 1058ENE | 31C | S2978 | 2444E | 40D | N0463 | 3522SW |
| 11B | E1321 | 2645W | 20E | W3312 | 1084E | 31D | S2963 | 2602W | 40E | E0319 | 3371SW |
| 11C | WSW1352 | 2841ENE | 20F | W3716 | 0988E | 31E | E2782 | 2826N | 40F | WNNW0307 | 3200S |
| 11D | ESE1491 | 2906NNW | 21A | ENE3728 | 1088NNW | 31F | SSE2800 | 3020WSW | 40G | W0450 | 3311N |
| 11E | N1479 | 3191E | 21B | 3938 | 1216NE | 31G | SE2643 | 3230SW | 40H | E0514 | 3519NNE |
| 11F | N1232 | 3029E | 21C | SSW3980 | 1310W | 31H | SSE2573 | 3361SSW | 40J | W0515 | 3675E |
| 11G | SW1149 | 2985SSE | 21D | NNE3787 | 1258NW | 31I | NE2506 | 3296NW | 40K | NE0472 | 3833NNW |
| 11H | SSE1110 | 2983NNW | 21E | E3638 | 1332N | 31J | SSW2598 | 3501WNNW | | SE0475 | 4017SSW |
| 12A | S0910 | 3430NE | 21F | ESE3597 | 1415W | 31K | W2520 | 3668N | | | |
| 12B | WNNW1450 | 3332NNW | 22A | WSW3553 | 1472NW | 31L | W2454 | 3880N | | | |
| 12C | SSE1672 | 3331ENE | 22B | SSE3323 | 1516WNNW | 31M | SW2303 | 4007NNW | | | |
| 12D | S1800 | 3515N | 22C | W3468 | 1320E | 31N | SSW2211 | 4160N | | | |
| 12E | SSW1949 | 3748SE | 22D | WNNW3622 | 1306SSW | 31O | SE2003 | 4072NW | | | |
| 13A | E2083 | 3648S | 22E | NNE3490 | 1140E | 31P | NW1962 | 4217W | | | |
| 13B | N1935 | 3545SW | 22F | 3407 | 1165N | 31Q | SSW1726 | 4306WSW | | | |

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
May 89
HEADLINES

June 4th, 1989

So the end of another season of National Table-Topping. By all accounts you enjoyed the RRTT and as usual I have flooded you with statistics and information about the event. My thanks in particular to the high proportion of you that returned the questionnaire, your input will be most valuable.

Sorry you had to wait so long for the results! I had intended that they arrived with you on Monday, but the re-marking of section 2 meant I missed Saturday's post.

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

My thanks for your kind comments. It gives me renewed enthusiasm for thinking about the 1990 event.

"Crow"

Roll of Honour

| | | | | |
|--------------|-----|------------------|-------|--|
| 1st Overall | M3 | Pete James | 5.22 | £20 + Rally Round Cup + engraved award |
| 2nd Overall | M10 | Martin Rea | 6.08 | £15 + engraved award |
| 3rd Overall | M25 | Philip Bird | 9.06 | £10 + engraved award |
| 4th Overall | E50 | H R Simpson | 11.00 | |
| 5th Overall | M5 | Malcolm Price | 11.08 | |
| 6th Overall | M21 | Richard Norbury | 12.42 | |
| 7th Overall | E18 | Dave Bell | 17.21 | |
| 8th Overall | M14 | Dave Cherill | 19.02 | |
| 9th Overall | M23 | Mick Lowe | 19.08 | |
| 10th Overall | M4 | Richard Strawson | 27.09 | |
| 1st Master | M5 | Malcolm Price | 11.08 | £10 + engraved award |
| 1st Expert | E50 | H R Simpson | 11.00 | £10 + engraved award |
| 2nd Expert | E18 | Dave Bell | 17.21 | Engraved award |
| 3rd Expert | E27 | John Allcorn | 31.13 | Engraved award |
| 4th Expert | E15 | Philip Robbins | 31.52 | Engraved award |
| 5th Expert | E12 | Mark Goodman | 34.37 | Engraved award |
| 6th Expert | E51 | J T Travis | 38.33 | Engraved award |
| 1st Novice | N2 | Bob Smith | 27.45 | £10 + engraved award |
| Best Club | | Cheltenham MC | 46.20 | Engraved awards |

(Pete James, Philip Bird, Philip Robbins)

Statistics

| | |
|----------------|----------|
| Entries | 123 |
| Returned Maps | 77 |
| Finishers | 75 (61%) |
| Questionnaires | 66 |

RALLY ROUND NATIONAL TABLE TOP 1989 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 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | TC20 | TOT | Cl. | O/A | | |
|-----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|------|--------|--------|--------|--------|-----|-----|----|
| E21 | . | . | 9 | . | . | . | . | . | . | . | 3 | . | . | 24 | 13 | . | . | . | . | 1 | . | . | 1 | . | . | 3 | . | . | 1 | 1 | 6 | . | . | 10 | 2 | . | . | . | 4.05 | 78.05 | 22 | 46 | E21 | | | |
| E22 | . | 3 | . | . | . | . | . | 3 | . | . | 7 | . | . | 24 | 13 | . | . | . | . | . | . | 1 | . | 1 | 6 | . | 7 | 12 | 7 | . | 1 | . | 1 | 10 | 4 | 7 | . | . | 3.12 | 110.12 | 35 | 59 | E22 | | | |
| E24 | 1 | . | 7 | 2 | 1 | . | . | 6 | . | . | 6 | . | . | 24 | 13 | . | . | . | 1 | . | 1 | . | . | 9 | 9 | 6 | 7 | 3 | 8 | 7 | 8 | . | 9 | . | 1 | 8 | . | 4 | 8 | . | 0.12 | 152.12 | 42 | 67 | E24 | |
| E25 | . | . | 8 | . | . | . | . | . | 2 | . | . | . | 1 | . | 2 | . | . | . | . | . | . | . | 1 | 6 | . | 5 | 4 | . | 4 | . | 1 | . | . | 1 | 8 | 1 | . | 1 | . | 4 | 0.43 | 49.43 | 12 | 29 | E25 | |
| E26 | . | . | 1 | . | . | . | . | . | . | . | . | 1 | . | 1 | . | . | 1 | . | 1 | . | 1 | . | . | 6 | . | 6 | 1 | 1 | . | 1 | 1 | . | . | . | 9 | . | . | 5 | . | 3 | 1.05 | 39.05 | 7 | 21 | E26 | |
| E27 | . | . | . | . | . | 1 | . | . | . | . | . | 2 | 1 | . | . | . | . | . | . | . | . | . | 3 | 1 | . | 1 | . | 1 | 3 | 1 | 1 | 5 | . | . | 8 | . | . | 1 | . | 2 | 0.13 | 31.13 | 3 | 14 | E27 | |
| E30 | 1 | 7 | 9 | 4 | 9 | 4 | 6 | 3 | . | . | . | . | 1 | 24 | 13 | 12 | . | . | . | . | 2 | . | 9 | 9 | 6 | 7 | 4 | 13 | 7 | 9 | 1 | 9 | 6 | 1 | 10 | 2 | 7 | 8 | . | 11 | 0.27 | 214.27 | 46 | 71 | E30 | |
| E33 | . | 1 | . | . | . | . | . | . | . | . | . | . | 2 | 1 | 1 | . | 1 | . | . | . | . | 1 | . | 1 | 8 | . | 5 | 1 | 3 | 1 | . | 2 | . | . | 8 | 1 | . | 8 | 1 | 5 | 1.08 | 52.08 | 13 | 32 | E33 | |
| E34 | . | . | 7 | 4 | 3 | . | 6 | 1 | 3 | 4 | 5 | . | 2 | 2 | 6 | . | . | . | . | . | . | . | 5 | 6 | 3 | 5 | 6 | 8 | 1 | 1 | 2 | 6 | . | . | 9 | 3 | . | 6 | . | 9 | 0.36 | 113.36 | 36 | 60 | E34 | |
| E37 | . | . | 7 | . | . | . | . | . | 2 | . | . | . | 1 | . | 2 | . | . | 1 | . | 1 | . | . | . | 8 | . | 7 | 3 | . | . | . | 3 | . | . | . | 10 | 14 | . | . | 1 | 9 | 0.01 | 69.01 | 17 | 40 | E37 | |
| E38 | . | . | 5 | . | . | . | . | 2 | . | . | . | 1 | 24 | 13 | 12 | . | . | . | . | . | . | . | 2 | 6 | . | 5 | . | 13 | 7 | 9 | 17 | 9 | 6 | . | 10 | . | . | 8 | . | 2 | 0.19 | 151.19 | 41 | 66 | E38 | |
| E42 | . | . | 7 | . | 1 | . | 2 | . | 2 | . | 2 | . | 2 | 24 | 10 | . | . | . | 1 | . | 2 | . | . | 2 | . | . | . | 3 | . | 2 | 1 | . | . | . | 6 | . | . | . | . | 1 | 3.11 | 71.11 | 19 | 42 | E42 | |
| E43 | . | . | 7 | . | . | 1 | . | 2 | . | 2 | . | 1 | 23 | 4 | . | . | . | 1 | . | . | . | . | . | 5 | . | 7 | . | 1 | . | 1 | . | 7 | . | 13 | 10 | 4 | . | 7 | . | . | 2.09 | 98.09 | 30 | 54 | E43 | |
| E44 | . | . | 5 | . | 1 | . | . | 2 | . | . | . | . | 1 | 8 | 11 | . | 1 | . | 1 | . | . | . | 6 | 7 | . | 5 | 1 | 3 | 6 | 1 | 1 | 6 | 3 | . | 6 | 1 | . | 5 | . | . | 1.45 | 82.45 | 25 | 49 | E44 | |
| E47 | . | . | . | . | . | 6 | . | . | . | . | . | . | 1 | 13 | . | . | . | . | . | 2 | . | 1 | 9 | 1 | . | 7 | 4 | 4 | . | 1 | 3 | 9 | . | . | 10 | 14 | . | 8 | . | 2 | 2.24 | 97.24 | 29 | 53 | E47 | |
| E50 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | 2 | 1 | . | . | 3 | . | . | . | 1 | . | . | . | 1 | . | . | . | . | 1 | 1.00 | 11.00 | 1 | 4 | E50 | |
| E51 | 1 | . | . | . | . | . | . | . | 2 | . | . | 2 | . | . | . | . | . | . | . | . | . | . | 3 | 6 | . | 1 | 4 | 1 | . | 1 | . | . | . | . | 10 | 2 | . | . | . | 3 | 2.33 | 38.33 | 6 | 19 | E51 | |
| E52 | 1 | 1 | 8 | . | 3 | . | . | . | 2 | . | 2 | . | 2 | 22 | 7 | 10 | 1 | . | . | 2 | 1 | . | 1 | 2 | 6 | 5 | . | 1 | . | 1 | 2 | 6 | . | . | 4 | 2 | . | . | 2 | 0.28 | 94.28 | 27 | 51 | E52 | | |
| E54 | . | 3 | 7 | . | . | . | . | . | . | . | . | 1 | 1 | 2 | . | . | . | . | . | . | . | . | 1 | 6 | . | 3 | 1 | . | 1 | 2 | 2 | . | . | . | 5 | 1 | . | . | 3 | 0.13 | 39.13 | 8 | 22 | E54 | | |
| E55 | . | . | . | . | . | 6 | . | . | 1 | . | . | 2 | 24 | 13 | 12 | . | . | . | . | . | . | . | 1 | 1 | . | 7 | . | 13 | 7 | 1 | 2 | 9 | . | . | 5 | 2 | . | 8 | . | 5 | 1.23 | 120.23 | 38 | 63 | E55 | |
| E58 | 1 | 1 | 9 | 4 | . | 1 | . | . | . | 3 | . | . | 24 | 13 | . | . | . | 1 | . | . | . | . | 3 | 9 | . | . | . | . | . | 1 | 2 | . | . | . | 9 | 2 | 6 | . | 2 | 7 | 1.32 | 99.32 | 31 | 55 | E58 | |
| E59 | . | . | 7 | . | 2 | . | 3 | . | . | 2 | . | . | 22 | 12 | 2 | . | 1 | . | 1 | . | . | . | 2 | 6 | . | 6 | . | 11 | . | 1 | 2 | . | . | 6 | 8 | 1 | . | . | 1 | 0.05 | 96.05 | 28 | 52 | E59 | | |
| E60 | . | 1 | 9 | . | 9 | . | 6 | 6 | . | . | 3 | . | 1 | 24 | 13 | . | . | 1 | . | 6 | 6 | 8 | 9 | 9 | 6 | 7 | 10 | 13 | 7 | 9 | 17 | 9 | 6 | 13 | 10 | 14 | 7 | 8 | 4 | 11 | 10.00 | 272.00 | 48 | 73 | E60 | |
| E62 | . | . | . | . | . | 6 | . | 2 | 1 | 2 | . | 1 | . | 12 | . | . | . | . | . | 2 | . | . | 2 | 7 | 2 | 4 | 3 | . | . | 1 | . | . | . | . | 8 | 1 | . | . | . | 1 | 10.00 | 65.00 | 15 | 37 | E62 | |
| E65 | 2 | 1 | 6 | . | . | . | 2 | 1 | . | . | . | 2 | 1 | 3 | . | . | . | . | . | . | . | . | 1 | 6 | . | 3 | 1 | 1 | 6 | 1 | 1 | . | . | 1 | 8 | 12 | . | 4 | 1 | 1 | 2.47 | 67.47 | 16 | 39 | E65 | |
| E66 | 1 | 1 | 9 | . | 1 | 1 | 1 | . | 1 | . | 8 | 5 | 8 | 24 | 13 | 12 | . | 1 | . | 6 | 6 | 8 | 9 | 9 | 6 | 7 | 10 | 13 | 7 | 9 | 17 | 9 | 6 | 13 | 10 | 14 | 7 | 8 | 4 | 11 | 10.00 | 285.00 | 50 | 75 | E66 | |
| E76 | . | . | 9 | . | . | . | . | . | . | 2 | . | . | 24 | 12 | 1 | . | 1 | . | . | . | . | . | . | . | . | 2 | 4 | . | 6 | 1 | . | . | . | . | 5 | 3 | . | . | . | . | 3.16 | 73.16 | 21 | 44 | E76 | |
| E77 | 1 | . | 7 | 3 | . | . | 5 | 2 | 4 | 2 | 8 | . | 2 | 24 | 13 | 1 | . | 1 | . | . | . | . | 9 | 9 | . | 7 | 6 | 13 | 7 | 9 | . | 5 | . | 7 | 10 | 14 | 1 | 8 | 4 | 11 | 2.42 | 195.42 | 44 | 69 | E77 | |
| E78 | 3 | . | 8 | . | . | 1 | . | 5 | . | . | . | . | 24 | 13 | . | . | . | . | 1 | 1 | 1 | 1 | 7 | . | 5 | . | 3 | . | 1 | 3 | . | . | . | 9 | 3 | . | 7 | 1 | 1 | 6.05 | 103.05 | 32 | 56 | E78 | | |
| E82 | . | . | 9 | . | . | 1 | . | 4 | . | . | . | . | 24 | 3 | . | . | . | . | 1 | 1 | 1 | 3 | 7 | . | . | . | . | 7 | 1 | . | . | . | . | 10 | 2 | . | 8 | 3 | 4 | 1.54 | 89.54 | 26 | 50 | E82 | | |
| E83 | . | 3 | 8 | 1 | 9 | . | 1 | . | 2 | 1 | . | . | 1 | . | 13 | . | 3 | . | . | . | . | . | 9 | 6 | 5 | 6 | 4 | . | 4 | 2 | 1 | . | . | . | 10 | 14 | 7 | . | . | . | 5.54 | 115.54 | 37 | 62 | E83 | |
| E88 | . | 1 | 9 | . | . | . | . | 2 | . | . | . | 1 | 2 | 13 | 12 | . | 1 | . | 2 | 1 | 1 | 2 | 1 | . | 7 | . | 1 | . | 1 | . | . | . | . | 10 | 14 | . | . | 1 | . | . | 0.37 | 81.37 | 24 | 48 | E88 | |
| E89 | . | . | . | . | . | . | 1 | . | . | . | . | . | 1 | 4 | . | 1 | . | 1 | . | . | . | . | . | . | . | 7 | . | 3 | . | 1 | 1 | . | . | . | 10 | 2 | . | . | 2 | 7 | 7.17 | 48.17 | 11 | 26 | E89 | |
| E90 | . | 1 | . | 3 | . | . | 1 | 1 | 2 | . | . | . | 23 | 7 | 1 | . | 1 | . | . | . | . | . | 1 | 5 | . | 2 | . | 1 | . | . | . | 9 | . | . | 9 | 1 | . | . | . | 1 | 2.52 | 71.52 | 20 | 43 | E90 | |
| N1 | . | . | 1 | . | . | . | . | . | . | . | . | 1 | 24 | 13 | . | . | . | . | . | . | . | . | 2 | 1 | . | 7 | 3 | . | . | 2 | . | . | 1 | 8 | . | . | . | 1 | 1.39 | 65.39 | 2 | 38 | N1 | | | |
| N2 | . | 1 | 1 | . | . | 1 | . | . | . | . | . | . | 1 | 1 | . | . | . | . | . | 1 | 1 | 1 | 4 | 3 | . | 5 | . | . | . | 1 | . | . | . | 6 | . | . | . | 2 | . | . | 0.45 | 27.45 | 1 | 11 | N2 | |
| N4 | 3 | . | . | . | . | . | . | . | 1 | . | . | 1 | 24 | 2 | 1 | . | 1 | . | . | . | . | . | 1 | 7 | 1 | 5 | . | 1 | . | 2 | 3 | . | . | . | 9 | 3 | . | . | 4 | 7.13 | 76.13 | 3 | 45 | N4 | | |
| ?? | 1 | . | 1 | . | . | 6 | 1 | 5 | . | 2 | . | 2 | 24 | 11 | 11 | . | 1 | . | . | . | . | . | 2 | 1 | 7 | 5 | 5 | 3 | 3 | 6 | 2 | 2 | 8 | . | 13 | 10 | 3 | . | 7 | . | 3 | 10.00 | 155.00 | ?43 | 68 | ?? |

* Map arrived beyond closing date ?? Unidentifiable except that it arrived in a recycled DHSS envelope!

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
May 89
COMMENTS ABOUT THIS YEARS EVENT

M1

Please make last date of posting a Monday. Overall good stuff - bit heavy on spot heights though [**Unfortunately Norfolk is a bit light on other features**]. Thanks for many restless nights. Good luck to the markers! Please make map refs (in sections using MRs) plot on an obvious feature (SH, Junction) as romers do differ.

M3

Overall a fairly enjoyable event - some sections fairly unclear as to what was required, but then that may be part of the pleasure trying to decide what you meant - I will return!

M4

Halve the number of stages and don't give such big clues as titles!

M5

What can I say but excellent!

M8

Thanks for a very good event. I look forward to next years! I would have preferred fewer sections (say 25ish). I felt that the "theme" tended to repeat itself (although in a different guise) a bit too much. The quality of presentation is extremely good. [**Sorry, but your map was postmarked May 30th and arrived on June 1st**]

M9

Again a well thought out TT having many new ideas that provided an intriguing challenge.

M10

The route card presentation and printing quality was excellent. I like the fact that there were no link sections. Penalties varying with the length and complexities of each section is a better marking system. I found (what I believe to be) very few mistakes considering the event was 40 sections long. Well done organisers. A very good and enjoyable event overall, despite the 3 a.m. bedtimes.

M11

Electrifying Start - TC1 and route card contradicted Rule 9. [**I know, but it was just a teeny bending of the rules!**] Tenez A Left/Right - Working from TC5 and back from TC6 gave me problems plotting across the airfield around GS0915. Still not happy with it. [**It does fit and you got it right**] Blue Cross Code - The only way I was able to get it to work was by assuming your depart SW from TC7 was wrong. Should be SE then it's OK. [**Look closely, it does depart SW before turning SE**] Typewriter Teaser - Not happy with what I think converts to MR04952292 as I'm not convinced the white loops off and back to the yellow. [**The loop was PC8F**] Your Paths To Success - Unable to make any measurable difference between either yellow routes in GS0529 to leave GS-E. [**I took your solid rather than dotted route, but this missed one of the required footpaths!**] Originality - GS1931 gives shorter route up to GL19 if you consider route doesn't cross grid line otherwise route has to go via 197312. [**Both possibilities were accepted**] Subtraction etc. - Am able to plot a route providing you've made two errors. Last line on routecard, three consecutive 45's should only be two and approach TC15 ENE, then it worked OK. [**Perfectly correct. So PCs 14Y and 14Z were cancelled**] A Good Deal - assume Black Spot at 2030 2150 is off-road otherwise section cannot work. [**Should have been 2030 1050**] Regularity Section - have left my route on the map anyway and presumed that you intended maximum use of each GS in turn without travelling outside of it at all before moving to the next one. My breakdown of seconds per square is made up of the following:- 42 + 5 + 11 + 84 + 147 + 65 + 63 + 98 + 51 + 133 + 76 + 12 + 64 + 73 + 21 + 23 = 968 = 16 mins 8 secs. Alphanumeric - Unable to get to TC23 without passing through 'e' after last instruction in GS3111. [**Yep. Route errors from here ignored**] Route depends whether you consider the junction at 384 $\frac{3}{4}$ 114 to be two separate junctions or just one. If two use my dotted route otherwise if one use the route as tramlined. [**Originally I said one, but so many thought two that they eventually convinced me I should allow both**] Renseignements etc. - 327 $\frac{1}{2}$ 184 is a path therefore No Through Road. [**Not spotted by some**] Tall Story - Didn't cause me any problem as I'd used the same thing on a Colchester 12-car in 1978! Its The Goals That Count - Couldn't make any sense of the results so presumed that was a red-herring. Opted to pass through the places mentioned (in part) in order of fixtures. [**Not a bad, but wrong guess**] Rally Round I - Worked it out but cannot see any logic to the code. [**The only logic was to form a code where I could have the words RALLY ROUND in it**] O Will You Get This Right? - I doubt it! The last section that I put on the map. Presume it to be a selection of overs-unders-roundabouts-churches with spires and other o's and u's available but not convinced. [**You were on the right lines and almost got it right**] Lazy Numbers - Simple but effective, after I'd spent two and a half weeks on it! Where One Gets Crossed - Between instruction 0.80 and 0.69 the route depends whether you consider the yellow running N-S along GL01 does not cross over it. If it doesn't then the route must go via 016 $\frac{1}{4}$ 372 $\frac{3}{4}$. [**Both were accepted because of the potential ambiguity**] Vowel To Get This Right - Allowing for the omissions of vowels crossing grid lines, there seem to be several other omissions but it doesn't detract from the intended route. [**Exactly**] Doubtless times when I considered your parentage! Still the best event in the Championship without a doubt. Well done - even though I know I cannot match my result of 1988. [**As ever, thank you for your very detailed comments Geoff**]

M12

A well-run, challenging and very enjoyable event. I especially like the different sections having different numbers of passage checks.

M13

Too many sections, I would prefer fewer longer sections.

M14

Corners of buildings touching route shown in Bricks & Mortar, but corners of woods touching route not shown in Thought You Wood Like This One. "Again the Best Event of the Championship".

M16

My first Rally Round. I thoroughly enjoyed it. I was a bit rushed as I missed the first week or so as I was away. I will enter next year and tell everyone how much I enjoyed it. In a couple of clues I thought I found mistakes, but I may have had errors e.g. Rally Round II.

M17

Queries. 1) Section TC22 to TC23, After i, f, r route must go through the 'e' of White House Farm. 2) Section TC14 to 15, seems to be extra 45 that won't plot and approach to TC15 is not possible. Excellent event but I ran out of time!

M19

May was too busy and weather was too good, to do justice in 4 weeks, Sorry. A bit longer time, or a month in the Winter would be better. [**Yes, I'm sorry about the weather. Winter would be nice, but the Championship calendar makes it impossible**] Impressed at how you fitted 40

sections on the map, when $\frac{1}{4}$ is sea. Good event, Well done.

M22

I seem to have a black spot in the middle of a field so assume autocross is banned! Didn't get a very electrifying start as I could only find 24 crossings, then got lost a bit later on the 'foreign' airfield. Totally confused by the typewriter teaser - why does M=26. Hope the mistakes in Subtraction Abstraction are your's not mine. Next problem was in Alphanumeric where I had to use a path to avoid an "e", then couldn't get the goals to count. I think I was then on the right lines until scaring the horse-riders by going down a bridleway to avoid my route for "Not A Free Entry". Final problem came with "O Will U Get This Right?" - No I didn't. A very enjoyable event though, even harder than last year.

M23

Many thanks for a great event. You seem to have used most of the roads on the map, the only problem is getting them in the right order.

M24

Ran out of time. Time was enough allowed, too busy doing other things.

M26

Sorry its late. Bank holiday got in the way. Please mark if you have time.

M27

Sorry, forgot about the map in a drawer until only 4 days left. Rushing to the post office now at 3.50 p.m. on the 27th. No time to fill in questionnaire.

[But you did!]

E1

I've given up full time work. If I hadn't I would not have had time to finish it! Most of the route card was very original and interesting. Some sections took a lot of cracking. Think a couple of errors but with 40 sections impossible to be 100%. This is probably the only event I'll do next year, the most enjoyable, so don't want to go on the computer but please send me your regs.

E4

First Class, only complaint is against myself for not having enough time to complete it.

E5

TC3 - Couldn't make this one work at all. TC4 - Have to admit to a bit of a guess. TC7 - found this one a teaser. TC8 - On my typewriter, I made Z to M, 19 to 25 starting at Q = 0. Yours appears to be Z to M, 20 to 26. I still managed a stab at it but am not too confident. TC9 - took a long time getting this one. TC14, TC15 - have to admit defeat on both of these. TC23 - This one marked 2nd on the hated list. TC24 - second in the most satisfying category. TC26 - another failure. TC29 - I thought for a while this was a misprint and should have been anti-clockwise but I can't work it out either way.

As ever, I found the whole event very enjoyable even though I've missed quite a few sections. No matter how long I took at some of them, I cannot see the solution. No doubt they are all easy when you know how. See you next year.

E6

With 40 sections I was dreading the prospect; in the end I really enjoyed doing this, despite the fact that a few of the sections stumped me. The clues were nicely balanced to give some guidance, but not too much. This is my first year of 'table-topping'; perhaps next year I'll have a better idea when I see the correct solutions to these.

E10

Made lots of assumptions TC1 to TC2, probably shows. [No, only one error] Off plot Black spot 2030 2150 disconcerting. [For me too, as it turned out it wasn't needed] Origin-ality, must buy a travelling microscope! Over and Out, it's 23:30, my eyes hurt and crows are in season. Alphanumeric, assume 'e' of White Ho Fm is OK? Subtraction Abstraction - Extra SH at end? It's The Goals That Count - Assume Croswright = Croswright!

E12

Very Good, clear handouts, how about numbering the sections. Lots of good ideas, very few were too mind-boggling to solve. Like Starts and Finish points given + helping title! Specifically:- Measure For Measure - 4th spot a bit dubious; Subtraction Abstraction - TC15 approach should be ENE? Extra 45 8/9 from end? Alphanumeric - had to go through another 'e' at the end. Its The Goals That Count - Croswright spelt wrong twice, just where it mattered. Oranges & Lemons - Couldn't get it to work, guess should use white in 3234 but it doesn't go. [See solutions] Rally Round II - Second 'R' has extra miss right at bottom. [Look closely, there is another right just before the X-roads]

It's a pity that you didn't use the white past the church in 3233, that's where I got married!! [Are you still married after all this table-topping?]

E13

With so many route cards on one map an error in one route can mean other routes won't plot e.g. my solutions for TC33 to TC34 & TC32 to TC33 are incompatible, but hopefully one of the routes is correct. [You misplotted between TC32 to TC33] I was frustrated at not being able to do A) Typewriter Teaser - Converted letters into numbers and guessed SH48 & GL03 at start and also GL05 & SH55 at finish, but baffled in between. B) Its The Goals That Count - worked out match scores but couldn't use same to solve.

E14

Overall I thought the event superb, that might have something to do with No.1 son going to bed at a reasonable time which he hasn't done on any others this year. I couldn't crack one section - Rally Round I. I did find however that the close packing of sections made me go back on other routes previously thought OK which weren't, a good thing indeed for one who almost always falls down on shortest route.

Best event of the Championship, but don't tell **** ** I said so.

E15

Once again the best round of the Championship. Will definitely be back next year. Another 40 sections (I hope). [I did have a little worry about how similar your penalties were with E14!]

E18

As you say "We were always great believers in you getting your money's worth out of a map"! My only quibble is that I was able to guess where some of the route went as most of the map was used. Perhaps there are too many sections but I still rate it as the best in the series.

Liked "Subtraction Abstraction" but couldn't get the direction of approach @ TC15 and was also left with two numbers (45) which I couldn't plot. Had to resort to a footpath on "Alphanumeric". Particularly liked "Oranges and Lemons", "Vowel to Get This Right", "First Slip", "Anyone For Tennis?", "Tall Story". Preferred this years timed section to last years.

Many thanks for a most enjoyable event!

E22

Section titles are too obvious, takes a lot of challenge out of understanding the question, even then I couldn't do a lot of them! The black spot in 2021 isn't on the road. You go over an 'e' just before TC23. Just before TC37 FE should be EF I think. [You missed the 58 near Hindolveston]

E24

The most enjoyable events are where it is a question of accurate plotting and using the map to the full. If/when the clues are so cryptic that no sense can be made it defeats the purpose of navigating on the map - you may as well get the Sunday Times/Times crossword! Disappointing there was no "mass plotting" section as last year. [The problem is that you Tters are so adept at manipulating the maps these days, us

organisers have to keep finding new, cryptic ways of slowing you down]

E25

Brilliant Format. 40 rather than 20 sections to solve, differing length sections with differing penalties by use of PCs, to me many original/new ideas. I couldn't make much headway with last years event and did not consider it worthwhile to return my map. This year the event was much more straightforward. With thanks for your hard work - very enjoyable event.

E27

Some sections I found easy, some difficult, a couple I never did solve. In fact almost the perfect event. I enjoyed it immensely (Even the odd deliberate mistake!!)

E30

I do not seem to be on the same warped wave length as the person who set these brain teasing route cards. Query on TC40 + at 0441 is on a Black Spot 0439 4150. [You can use it for plotting, but don't go through it]

E34

Most enjoyable and brain teasing! I still hate diagrams!

E42

With the map so full of routes, if one route card becomes difficult it could be guessed at in the space available. This argument falls to pieces when, like me, you can't sort out two that are adjacent (TC14-TC16). Otherwise, very satisfied, although with less hair after tearing it out over Subtraction Abstraction (I look forward in anticipation to the proper solution). I did find the timed section very time-consuming (no intended pun) when a considered guess would not have lost many marks, and saved a lot of effort.

E43

A well presented event which I enjoyed doing. Prefer mapping the route on a map instead of reading information off and writing answers. Found it useful to know start and finish time controls.

E44

A good mixture of easy and difficult sections which took all the time allowed to solve, or in some cases guess. The event was enjoyable to complete and I look forward to similar events in the future.

E45

Did the route cross in "Oranges & Lemons", or just my error? [See Solutions]

E50

1 - Difficult to match your numbering if NTR are ignored. [But the numbering didn't work any other way!] 3 - Which 41 in 0416? The distances seem to be identical. [Either was acceptable] 5 - Could there be a Wild Goose amongst the ducks in 1115? [What?] 7 - I hope that brideways were not counted as paths! [No] 8 - Whatever happened to 19? [See solutions] 14 - Took to grass verge at 27002693 to avoid an unwanted 5. 17 - Nice one. Jumbled? Truncated perhaps. It took a few days to realise that it could be solved with ruler and protractor, three more to realise that only the ruler was needed. [Who's winding who up?] 22 - Plots in order unless otherwise stated? So 2 11 15 15 12 6 9 5 11 4, then 3 15 18 14 5 18. But couldn't avoid 23 8 9 20 5 without clashing with RC20. 26 - I liked this one. Since Witton Bridge clearly hasn't yet joined the NNFL, I took the long way to Bacton.

E52

I thought the use of 8 fig MRs was too pedantic when used throughout - very good on coded sections e.g. Rally Round I, but labourious and confusing elsewhere. [This is one of the problems of putting everything on the computer and then not having a printer with fractions! This will change next year $\frac{1}{4}\frac{3}{4}\frac{1}{2}\frac{2}{3}\frac{3}{8}$] Excellent ideas, to have no link sections and to give map reference and direction at each TC - easily best feature of rally (apart from route cards of course). I also prefer your method of submitting a marked map with secret PCs rather than a questionnaire as in previous TT's I have entered.

E60

Enjoyable, but I ran out of time due to moving house.

E62

Fewer route cards = more space, therefore more choice of route, therefore less easy to guess (towards to the end). Please send me the answers with the questions so that I can beat everybody!!

E65

I would not have had time to complete as much as I did if I had not been off work. I'm not sure of all the sections so I guessed some. I was confused before TC23 as to the right way because of the 'e' across the road.

E66

Not enough time in evenings to do event and have a social life.

E76

This is my first "tramline" rally - previous experience limited to "Nelly" and "Cultivator". TC14-15 and TC15-16, totally confused. TC22-23, OK until last plot after which the only way to TC23 is through "e" in GS 3111. TC26-27, have ascertained results but unable to work out the route. TC34-35, have assumed that first "Turn Left" on second "R" should be ignored. TC35-36, mainly guesswork. Overall a very enjoyable event. No doubt I will be kicking myself when I see the answers!

E82

Not the easiest of things to do on an 18"x18" hotel room desk!! Otherwise the usual compliment of easy, hard, complicated, enlightening and downright impossible sections. Compelling of course, but annoyed at not getting section 14 as it was such a large percentage of the route. See you next year.

E90

About half the length would be enough. I have spent 40 to 60 hours on this event. I do not like measuring distances to define the route. It is time consuming and can only be done accurately with larger scale maps.

N2

I'm not sure who was more mad, you for compiling the route or me for trying to do it.

N4

Generally found the event excellent - particularly as this is the first time I've ever seen one. I disliked the "Illuminating" route card - I found the measuring difficult to maintain accuracy over a long distance. Each time the measurements would land on different roads. "Oranges & Lemons" was another excellent handout. I enjoyed the originality of most of the ideas and I would definitely enter again. Finally - I still do not know what "Subtraction Abstraction" means, looking forward to seeing the solution.

Anon

The event could not have come at a worse time for myself and since I had so little time, I just "picked" at it as and when I could. Nevertheless, I would like it returned with the results so that I can see what is happening - I'm a bit new to this game. Most enjoyable T.T.R. that I've done so far!

RALLY ROUND 89 QUESTIONNAIRE

It would help the planning of next years Rally Round event and the Table Top Championship if you could spend a few minutes completing this questionnaire for return with your marked map.

Rally Round

- 1) Which route card gave you the most satisfaction in solving? -----
- 2) Which route card did you dislike most of all? -----
- 3) Which route card took the most time to complete? -----
- 4) Which route card took the least time to complete? -----
- 5) Given the time allowed, was the event **Too Long** **Too Short** **About Right**
- 6) Overall were the route cards **Too Difficult** **Too Easy** **About Right**
- 7) Would you like more "timed" sections next year? **Yes** **No**
- 8) Do you own a copy of the Rally Round game? **Yes** **No**
- 9) In your opinion what would be the single biggest improvement that could be made to the event?

- 10) Use the space below to add any comments about this year's event

Table Top Championship

- 1) Do you object to your name and address being held on a computer system for the sole purpose of providing a convenient mailing list for the organisers **Yes** **No**
- 2) If the Championship obtained sponsorship from a map supplier, would you be prepared to pay an increased entry fee to cover the cost of the map? **Yes** **No**
- 3) In your opinion what would be the single biggest improvement that could be made to the Championship?

Competition No.....

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
National Table Top Rally
May 89
QUESTIONNAIRE

WHICH ROUTE CARD GAVE YOU THE MOST SATISFACTION IN SOLVING?

| | |
|--------------------------------|------|
| Anyone For Tennis? | 8.33 |
| It's The Goals That Count | 8.00 |
| Subtraction Abstraction | 6.00 |
| Vowel To Get This Right | 5.00 |
| A Good Deal | 4.33 |
| Lazy Numbers | 4.00 |
| Not A Free Entry | 3.00 |
| Typewriter Teaser | 2.33 |
| Your Paths to Success | 2.00 |
| Tall Story | 2.00 |
| Over And Out | 1.50 |
| Rally Round I | 1.25 |
| Are You On The Right Lines? | 1.25 |
| Illuminating | 1.00 |
| Thought You Wood Like This One | 1.00 |
| Measure For Measure | 1.00 |
| Electrifying Start | 1.00 |
| Blue Cross Code | 1.00 |
| Bricks & Mortar | 1.00 |
| Square Visits | 0.58 |
| O Will U Get This Right? | 0.50 |
| Oranges & Lemons | 0.33 |
| Renseignements etc. | 0.25 |

"I'll aim for a few more sporty diversions next year."

WHICH ROUTE CARD DID YOU DISLIKE MOST OF ALL?

| | |
|-----------------------------|-------|
| Regularity Section | 14.83 |
| O Will U Get This Right? | 8.25 |
| Subtraction Abstraction | 8.16 |
| Over And Out | 4.75 |
| Measure For Measure | 4.00 |
| It's The Goals That Count | 3.25 |
| Vowel To Get This Right | 2.00 |
| Oranges & Lemons | 2.00 |
| Are You On The Right Lines? | 1.00 |
| Tall Story | 1.00 |
| Electrifying Start | 1.00 |
| 50 to 40 | 1.00 |
| Numbergram | 1.00 |
| Often Over Troubled Waters | 1.00 |
| Square Visits | 1.00 |
| Bakers Dozen | 1.00 |
| Ap Reference | 1.00 |
| Illuminating | 1.00 |
| A Good Deal | 0.33 |
| Out For The Count | 0.25 |

"I think the lesson to be learned is that you prefer the short, sharp sections, rather than the long-winded ones."

WHICH ROUTE CARD TOOK THE MOST TIME TO COMPLETE

| | |
|--------------------------|-------|
| Subtraction Abstraction | 13.00 |
| Regularity Section | 8.00 |
| Illuminating | 5.00 |
| Over And Out | 4.00 |
| O Will U Get This Right? | 2.00 |
| Typewriter Teaser | 2.00 |
| Its The Goals That Count | 2.00 |
| Vowel To Get This Right | 1.00 |
| Origin-ality | 1.00 |
| Not A Free Entry | 1.00 |
| Rally Round II | 1.00 |
| First Slip? | 1.00 |
| Bricks & Mortar | 1.00 |

| | |
|--------------------------------|------|
| Often Over Troubled Waters | 1.00 |
| Blue Cross Code | 1.00 |
| Thought You Wood Like This One | 1.00 |
| Rally Round I | 1.00 |
| Measure For Measure | 1.00 |
| Bakers Dozen | 1.00 |

"Same comment as above"

WHICH ROUTE CARD TOOK THE LEAST TIME TO COMPLETE

| | |
|--------------------------------|-------|
| Numbergram | 37.33 |
| Over The Edge | 4.00 |
| Nine Times | 3.33 |
| 50 To 40 | 2.00 |
| Thought You Wood Like This One | 1.00 |
| Lazy Numbers | 1.00 |
| Ap Reference | 1.00 |
| Measure For Measure | 1.00 |
| Are You On The Right Lines? | 1.00 |
| Electrifying Start | 1.00 |
| Typewriter Teaser | 1.00 |
| Where One Gets Crossed | 1.00 |
| A Good Deal | 0.33 |

"Many of you were suspicious about Numbergram perhaps being more complicated than it looked. A good reason to have a few like that next year!"

GIVEN THE TIME ALLOWED WAS THE EVENT

| | |
|-------------|----|
| Too Long | 19 |
| Too Short | 1 |
| About Right | 43 |

"You seem to like the greater variety given by the more than usual number of route cards. How about 30 next year?"

OVERALL WERE THE ROUTE CARDS

| | |
|---------------|----|
| Too Difficult | 3 |
| Too Easy | 1 |
| About Right | 56 |

"Well, I seem to have got that right!"

WOULD YOU LIKE MORE TIMED SECTIONS NEXT YEAR?

| | |
|-----|----|
| Yes | 9 |
| No | 51 |

"OK, there'll just be one as a less time-consuming tie- decider."

DO YOU OWN A COPY OF THE RALLY ROUND GAME?

| | |
|-----|----|
| Yes | 19 |
| No | 45 |

"Interesting that some haven't bought it yet!"

INCLUDE THE COST OF MAP IN ENTRY?

| | |
|--------------|----|
| Yes | 48 |
| No | 6 |
| "Don't Know" | 6 |

"Generally, this seems to be a favoured idea. Watch for next years regulations to see whether our sponsorship materialises."

YOUR SINGLE BIGGEST IMPROVEMENT TO THE EVENT

Supplying navigation I can do (M1).....Stay as it is (M2).....A marked map (M3).....Paying start money to all previous top 7 finishers (M4).....Reduce number of sections to 30 (M5).....I think you have an interesting alternative to the other TTs and current format should be retained (M9).....Too many sections to complete in the time allowed. More time (M10).....Don't like your 8-figure map refs - too definitive, be more conventional (M11).....Extra checking for mistakes/ambiguities in the route cards (M12).....Go back to 20 sections only + tie break (M13).....Change date to Winter (M14).....Reduce time in drawing tramlines perhaps, possibly use highlighter pen (E4).....Can't think of any (E6).....Move it to the winter months (E10).....None - best event this year (E12).....Reduce number of route cards and introduce link routes (E13).....Me winning the event - fat chance (E15).....Not having to plot sections over map folds (E18).....I liked last years mathematical slant, except for the 120 refs to avoid (E22).....I don't consider there is any (E25).....In view of other commitments in May, I would prefer to have a shorter event (E27).....A bigger hint to some of the clues (E30).....Number each section as well as name and start easy getting harder round route (E34).....To run the event during the winter months, as I haven't been able to devote the time necessary to do justice to an excellent event (E38).....None at the moment (E42).....At my level of experience I would find it difficult to improve (E43).....More abstruse mathematics, but then I'm biased, I like it as it is (E50).....Keep it as it is (E51).....Avoid airfields/towns except for timed section (E52).....Event about right in present format (E59).....Fewer route cards (E62).....Fewer sections (E66).....Unable to think of any improvement, just keep up the same high standard and you can't go wrong (E76).....To be able to read the intention in the mind of the organiser (E77).....Nil (E78).....No ambiguities of route (E82).....Make it shorter. At present it takes far too long (E90).....Including map traces in various forms (N4).....More straightforward sections (Anon)

"Picking out a few main points 1) I will make it shorter next year 2) I'm not sure about changing the date, that depends upon the other organising clubs 3) I'll endeavour to use 6-figure references next year 4) Can't really avoid tramlines on a marked map event, highlighters could be used, so long as the "little loops" are well-defined"

YOUR SINGLE BIGGEST IMPROVEMENT TO THE CHAMPIONSHIP

A Championship 'Pack' - one off entry & fee for all events including supply of all maps (M1).....All events should have the same 'clearly defined' final instructions e.g. if no through roads do not exist or are ignored can they be used as per your section one. I'm not disagreeing with your use, but I feel such points need clearing up (M3).....Ban the Cosworths (M4).....Improve result turn around on some events and consistency in marking (M5).....That the events are made different in the way RR and Nelly have different formats. The other 3 are much of a muchness, providing a very similar challenge (M9).....Alternating complete months for each event i.e. Sept 1st->30th, Nov 1st->30th, Jan 1st->31st, Mar 1st->31st, May 1st->31st, with marking in between. Best 4 out of 5 events is about right but any more would become too many (M10).....Bang the heads together of Nelly & Pegasus organisers! (M11).....I would prefer all events to be the same format as this one i.e. each section scoring differently (M12).....Some sort of seeding system so you can see if you improve and classes so you can compare your scores with others of similar ability (M13).....A set of agreed definitions. What is a crossroads, when can it be used twice. When does road cross a grid line. Approach roads to dual carriageway, when are they one way etc. (M14).....Improve standards of each event to that set by Rally Round!! e.g. quality of paperwork, imagination, minimum of obscure sections (M17).....A bit more time (M19).....Consistent rules across all events (M22).....Uniform definition of things like use of staggered junctions and when roads partially cross grid lines - do they count or not (M23).....More rounds! (M24).....Count as many rounds as possible towards championship (E5).....4 Rally Rounds! (E10).....If competitors get equal points on events and that event decides on furthest cleanest, then the championship shouldn't - it should treat them as equal. It's very frustrating to spend so long on an event and get equal marks as someone else, but be classified lower because you made an early mistake - this can make a big difference on

the O/A championship standings (E12).....Get rid of the Nelly and possibly Pegasus (E14).....Same rules to apply to all rounds. Quicker results (not yours), all maps marked, no question papers (E15).....A greater spread of awards (as in the Nelly) (E18).....Bulk entry to all events. Perhaps a little more time (E24).....I feel if the championship involves 5 rounds, 4 rounds (not 3) should count towards results (E25).....Having all rounds the same as the Nelly i.e. returning answers not maps (E27).....A slight increase in time (E30).....All rallies incorporated to be plotted on maps - makes them equal opportunity (E34).....I would like to have details of the championship - viz. Organisers, participating clubs etc. (E38).....As a comparative newcomer, I cannot give a considered opinion (E42).....As a newcomer to table top rallying I cannot comment (E43).....I don't have details of the Championship and I've done this event, the Nelly and Cultivator? (E45).....Pass (E50).....Discount on maps for contenders (E51).....Advance timetable (E52).....No top limit to number of errors when calculating positions i.e. 101 is same as 150 at present when reduced to 100 (E59).....More rounds but still on 3 count, so the choice of events can be even further spread out (E62).....At least 1/12 between rounds & longer time to do each one (E65).....Slightly shorter events (E66).....I must admit that given a choice I prefer the answer sheet of 'Nelly'. After a month of drawing tramlines my right arm is worn out (E76).....I am very satisfied with the present set up, welcoming the extended time allowed (E77).....Let me win. Seriously I enjoy it as it is (E78).....Quicker results. Some form of overall team championship, say 3 best of 5 (E82).....Make the events shorter (E90).....After 1 event no comment (N2).....More events of this type (N4)

"Thanks for your input. All these points will be on the table when the organisers meet next month. I think particularly relevant is the subject of plotting standards i.e. shortest routes, grid line crossings etc."