

## AWARDS

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

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

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

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

"Fastest" on Stages & Selectives . . . Engraved Award

Last Placed Finisher . . . . . Free Entry on RRTT 1992

Best WECC . . . . . Engraved Award

Best Club Individual . . . . . Engraved Award

For each club with at least six finishers.

Best Club . . . . . Engraved Awards

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

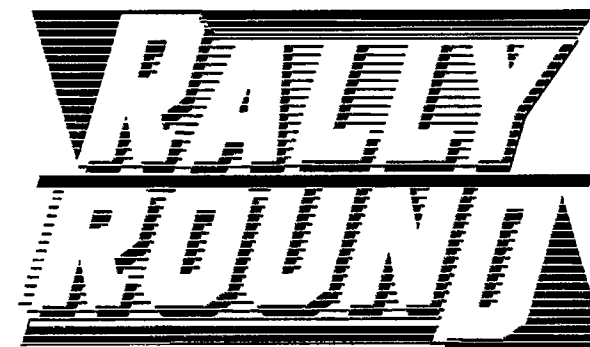
No competitor may win more than one award other than a club award.

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

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

**S**ELVEN SYSTEMS:

Witham	0376-519413
Birmingham	021-477-3322
York	0904-692345



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

## National Table Top Rally

### February/March 1991



## INTRODUCTION

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

Our usual format is retained with slight variations reflecting your comments from last year, here are the highlights:

- large awards list, with four classes so that everyone will have the opportunity of winning awards
- the date has moved to Winter, so that we don't intrude too much on your early Spring activities
- there are 30 routecards, which include a few "timed" Stages and Selectives
- Continuous route i.e. no Link Sections
- Clean, clear printed paperwork
- Second to none results service, prompt and full of facts and figures

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

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 £9.95.

"Crow"

## ENTRY FORM

Name -----

Address -----

----- Tel No -----

Car Club ----- Class\* M / E / SE / N

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

\* (Optional) Please find enclosed a cheque for £9.95 payable to SARACAD MARKETING LTD. for a copy of the Rally Round Board Game.

\* Delete as appropriate

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

## PROMOTERS

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

## JURISDICTION

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

## ELIGIBILITY

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

## EQUIPMENT NEEDED

O.S. 1:50000 map 174 edition A2 (Newbury & Wantage), plus the usual navigational and plotting aids. (Please use the prompt and easy way of obtaining your map by using the Rally Navigation Services order form enclosed)

## OFFICIALS

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

## CLASSES

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

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

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

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

## EVENT TIMETABLE

**Thursday February 14th, 1991** Last date for receipt of entries.

**Friday February 15th, 1991** Final Instructions and Route Cards posted.

**Friday March 15th, 1991** To qualify as a finisher, marked maps must be with the Event Secretary by this date.

**End March, 1991** Detailed results, route card solutions, maps and awards (as appropriate) sent to all competitors.

## PENALTIES

For each Time Control incorrectly recorded (including wrong approach and departure) ..... 1 minute

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

on "Road Sections" ..... 1 minute

on "Stages" and "Selectives" ..... 1 second

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

✓ 1992

# WEST ESSEX CAR CLUB LIMITED

## RALLY ROUND

### National Table Top Rally

### February/March 1991

### Final Entry List

#### Masters

M1	Martin Rea	-	1	1	1
M2	Roger Lintott ✓	-	6	2	10
M3	Doug Heard	Tynemouth DMC	2	14	16
M4	Malcolm Price ✓	-	7	3	2
M5	Philip Bird ✓	Cheltenham MC	3	11	4
M6*	Dave Bell ✓	SCCON	4	6	3
M7	Pete James ✓	Cheltenham MC	5	10	5
M8	Colin Hensman	Ex Propellers	15	8	7
M9	Mick Goddard ✓	CSMA	8	16	8
M10	H R Simpson	CSMA	9	12	11
M11	J Richard Norbury	Alwoodley MC	10	6	11
M12*	Geoff White	ECMC	14	13	6
M13	Andrew Crocombe ✓	-	23	15	28
M14*	Tim Hare	Bedford	16	-	-
M15*	Mrs Bridget Lewis ✓	Oxford MC	18	29	12
M16	Don Clarke ✓	CSMA	19	24	18
M17	John Allcorn ✓	CSMA	39	19	-
M18	Pete Smith ✓	-	43	20	-
M19*	Kevin Watkins	Forest of Dean MC	21	36	36
M20	Phil Wrigley	Plymouth	23	35	38
M21*	Richard Strawson ✓	WECC	24	-	17
M22*	Mick Wicks ✓	South Hams	28	26	54
M23*	David Cherrill ✓	-	26	37	9
M24*	Bob Muttram ✓	Dolphin MC	29	40	47
M25	Dr Gillian Goodlass ✓	-	51	38	-
M26	John Boothe	Craven MC	-	-	-
M27	Maurice Pinner ✓	WECC/ECMC	-	-	48
M28	Anthony Mason	CSMA	-	-	-
M29	Nigel Ludlow	RECC	-	-	23
M30	John Perthen	RECC	-	-	20
M31	Brian Chamberlain	CSMA (NWL)	-	-	22
M32	Jonathon Ellis	-	-	-	-
M33	Sarah Crane	Plymouth Mc	32	22	35
M34	Trevor Crowe	-	-	-	19
M35	Mick Lowe	Matlock	22	7	32
M36	Andy Turnbull	Otley MC	17	-	49
M37	Murray Foster	Northallerton	-	-	-
M38	Keith Norman (ex E33)	Oxford MC	-	-	14

E24	Colin Jeffs ✓	-	66	44
E25	M F Barrett	Herts County	58	45
E26	Robin Hernaman ✓	WECC	-	25
E27*	Patrick Gosden ✓	-	-	60
E28	Ron Babbs ✓	CSMA	-	-
E29	George H Ware	Eastwood & District	-	-
E30	Ewan Hopes	Cheltenham MC	-	-
E31	Keith Bowie	CSMA	-	-
E32	John Shelley	CSMA (NEL)	-	41
E33	-	-	-	-
E34	Dave Collins	Devizes	-	-
E35	Peter Wild ✓	Southsea MC	-	43
E36*	Tim Kent-Phillips ✓	-	68	62
E37	Keith D Briggs	CSMA	46	-
E38	Iain Tullie	Wessex MC	-	-
E39	Norman Nicolson ✓	CSMA	45	47
E40	Phillip A Senior	Morecombe	-	-
E41	Mrs Jennie Gilmour	CSMA (Farnborough)	-	-
E42	Ken Larking	WECC	-	-
E43	Alison Jennings	Otley MC	63	-

#### Semi-Experts

SE1	John Beadle	Essex Land Rover	-	52
SE2	Stephen R Reed ✓	BMRMC	-	63
SE3	R B Lewis	-	-	-
SE4	Liz Thompson ✓	-	-	46
SE5	Andy Juniper	Wessex MC	-	31
SE6	George Vost	Sevenoaks DMC	-	-
SE7	J M Bleakley	Barclays Bank MC	-	50
SE8	Ian Graham	NatWest Bank	-	-
SE9	S J Curtis	CSMA	-	57
SE10	David Leavy	WECC	-	61
SE11	Chris Jones	Devizes	-	-
SE12	Alan Livesey	Marden	-	27
SE13	Tony K Ransom	CSMA (West Middx)	-	-
SE14	Keith Pettitt	West Suffolk MC	-	-
SE15	Guy Livingston	Central Sussex MC	-	-
SE16	Tim Findlow	-	-	-
SE17	Thomas A Moore	CSMA	-	51
SE18	Simon Hawes	Guildford	-	37
SE19	Alan Wallace	-	-	-

#### Experts

E1	D A Ogden ✓	061 MC	13	-	30
E2*	Peter Harbord	CSMA	20	28	-
E3	Jeff P Kitts ✓	-	49	25	-
E4	Judyth Elliot	Alwoodley	25	-	-
E5	Sylvia Huckle ✓	-	-	27	13
E6	Mark Goodman	Bedford	36	30	26
E7*	Tim Vassie ✓	Tavern MC	41	31	-
E8	Phillip Rennie	Wessex MC	44	33	24
E9	Dave Watts	Nat West Bank	-	34	39
E10*	Peter R Lear ✓	Hants & Berks	50	35	34
E11	John H Watson ✓	CSMA	37	42	29
E12	Paul Burns	Keighley DMC	38	57	53
E13	Carol Moulton ✓	CSMA (NWL)	40	50	42
E14	Peter Claughton	-	42	53	15
E15	Robert J Girvan	CSMA	55	44	59
E16	D Bleakley	CSMA	54	48	38
E17	Mrs Christine White	-	48	-	-
E18	Robert Daines	CSMA	-	52	55
E19	David Keetley ✓	CSMA	62	-	-
E20	Graham Ford	Cheltenham MC	70	63	-
E21	Sean Austin	-	69	64	56
E22	Henry Carr ✓	Ilkley	65	-	21
E23	Ernest R Turnbull ✓	-	71	66	64

#### Novices

N1	Peter West	SWAC	-	-
N2	Craig Marven	SEAXES	-	-
N3	Denis Hobson	Bury AC	-	58
N4	Dave Thomas	Swindon Phoenix	-	-
N5	Richard Sobey	-	-	40
N6	Robert Watson ✓	Dolphin (Newbury)	-	-
N7	Brian Jeffs	-	-	-
N8	Laurence Turner	-	-	62
N9	Joe O'Leary	-	-	-

The last number on the right shows this year's overall position.  
 The first number is last year's RRTT position, the second last year's  
 Championship position.  
 \* Competitors on all five Rally Round Table Tops (Thanks!)

*"Finally, 108 entries. Five more than last year. Thanks for your continued support."*

# WEST ESSEX CAR CLUB LIMITED

## RALLY ROUND

### National Table Top Rally

February/March 1991

#### Provisional Entry List

#### Masters

M1	Martin Rea	-	1	1
M2	Roger Lintott	-	6	2
M3	Doug Heard	Tynemouth DMC	2	14
M4	Malcolm Price	-	7	3
M5	Philip Bird	Cheltenham MC	3	11
M6*	Dave Bell	SCCON	4	6
M7	Pete James	Cheltenham MC	5	10
M8	Colin Hensman	Ex Propellers	15	8
M9	Mick Goddard	CSMA	8	16
M10	H R Simpson	CSMA	9	12
M11	J Richard Norbury	Alwoodley MC	10	
M12*	Geoff White	ECMC	14	13
M13	Andrew Crocombe	-	23	15
M14*	Tim Hare	Bedford	16	
M15*	Mrs Bridget Lewis	Oxford MC	18	29
M16	Don Clarke	CSMA	19	24
M17	John Allcorn	CSMA	39	19
M18	Pete Smith	-	43	20
M19*	Kevin Watkins	Forest of Dean MC	21	36
M20	Phil Wrigley	Plymouth	23	35
M21*	Richard Strawson	WECC	24	
M22*	Mick Wicks	South Hams	28	26
M23	David Cherrill	-	26	37
M24*	Bob Muttram	Dolphin MC	29	40
M25	Dr Gillian Goodlass	-	51	38
M26	John Booter	Craven MC	-	
M27	Maurice Pinner	WECC\ECMC		
M28	Anthony Mason	CSMA		
M29	Nigel Ludlow	RECC		
M30	John Perthen	RECC		
M31	Brian Chamberlain	CSMA (NWL)		
M32	Jonathon Ellis	-		

E27*	Patrick Gosden	-	-	
E28	Ron Babbs	CSMA	-	
E29	George H Ware	Eastwood & District	-	
E30	Ewan Hopes	Cheltenham MC		
E31	Keith Bowie	CSMA		
E32	John Shelley	CSMA (NEL)		
E33	Keith Norman	Oxford MC		
E34	Dave Collins	Devizes		
E35	Peter Wild	Southsea MC		

#### Semi-Experts

SE1	John Beadle	Essex Land Rover		
SE2	Stephen R Reed	BMRMC		
SE3	R B Lewis	-		
SE4	Liz Thompson	-		
SE5	Andy Juniper	Wessex MC		
SE6	George Vost	Sevenoaks DMC		
SE7	J M Bleakley	Barclays Bank MC		
SE8	Ian Graham	NatWest Bank		
SE9	S J Curtis	CSMA		
SE10	David Leavy	WECC		
SE11	Chris Jones	Devizes		
SE12	Alan Livesey	Marden		
SE13	Tony K Ransom	CSMA (West Middx)		
SE14	Keith Pettitt	West Suffolk MC		
SE15	Guy Livingston	Central Sussex MC		

#### Novices

N1	Peter West	SWAC		
N2	Craig Marvin	SEAXES		
N3	Denis Hobson	Bury AC		
N4	Dave Thomas	Swindon Phoenix		
N5	Richard Sobey	-		
N6	Robert Watson	Dolphin (Newbury)		
N7	Brian Jeffs	-		
N8	Laurence Turner	-		

The first number on the right was last year's RRTT position, the second last year's Championship position.

\* Competitors on all previous Rally Round Table Tops (Thanks!)

*"At the moment 90 entries, 13 fewer than last year. I'm hoping that the snow postal delays and usual late rush will improve the situation before closing day."*

*"Crow" February 13th.*

#### Experts

E1	D A Ogden	061 MC	13	
E2*	Peter Harbord	CSMA	20	28
E3	Jeff P Kitts	-	49	25
E4	Judyth Elliot	Alwoodley	25	
E5	Sylvia Huckle	-		27
E6	Mark Goodman	Bedford	36	30
E7*	Tim Vassie	Tavern MC	41	31
E8	Phillip Rennie	Wessex MC	44	33
E9	Dave Watts	Nat West Bank	-	34
E10*	Peter R Lear	Hants & Berks	50	35
E11	John H Watson	CSMA	37	42
E12	Paul Burns	Keighley DMC	38	57
E13	Carol Moulton	CSMA (NWL)	40	50
E14	Peter Claughton	-	42	53
E15	Robert J Girvan	CSMA	55	44
E16	D Bleakley	CSMA	54	48
E17	Mrs Christine White	-	48	
E18	Robert Daines	CSMA		52
E19	David Keetley	CSMA	62	
E20	Graham Ford	Cheltenham MC	70	63
E21	Sean Austin	-	69	64
E22	Henry Carr	Ilkley	65	
E23	Ernest R Turnbull	-	71	66
E24	Colin Jeffs	-	66	
E25	M F Barrett	Herts County	68	
E26	Robin Hernaman	WECC	-	

**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND National Table Top Rally**  
**February/March 1991**

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**FINAL INSTRUCTIONS**

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

To provide some extra interest this year the list has been "seeded" for Masters and Experts. Seeding is by overall position on last year's event or 1989/1990 championship position, whichever is lower.

Last year Dave Bell came 4th but declined his cash winnings. In view of his generosity I have added an award to the list in his name which will be presented to the neatest marked map returned. Thanks Dave.

I do hope you enjoy the contest over the next month. You will encounter many novel, thought provoking ideas on the route cards, which should leave you with a warm feeling about West Essex Car Club's contribution to the National Championship. Tell your non-entered colleagues what they are missing. Now down to business.

*Note the following points:*

- The route is to be plotted on O.S. Map 174 edition A2.
- There are 30 competitive sections and no link sections. The end of one section is automatically the start of the next section. Each section runs from one Time Control (TC) to the next.
- Against the title of each section is the maximum penalty in Minutes. This corresponds to 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 corresponding number of Minutes. There are no sections timed to the second this year except section 24 which is merely to act as a tie-decider in the event of equal minute penalties.
- Unless otherwise suggested 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.
- Unless otherwise stated no junction or part of the route may be used more than once. Staggered crossroads with no overlap are O.K.
- The route is confined to all roads defined under "roads and paths" on the map key. Paths are not to be traversed. Reference to white roads ignores any coloured overprint such as red bridleways, green woods etc. They are still white.
- All 'no through roads' shall be ignored unless stated. 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 Blue, Red, Brown, 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 the road. On sections where the majority of the instructions are spot heights, spot heights which are not mentioned must be avoided.
- Where reference is made to bridges they are only counted where a bridge symbol is specifically shown.
- All compass directions are based upon grid north unless otherwise stated.
- Where applicable, measurements are to be made from the centre of the road.
- Use tramlines to mark either side of your route. Where parts of a route are difficult to mark, provide additional narrative alongside or draw your own enlargement of the roads.
- The organisers reserve the right to declare any section, or part thereof, void should ambiguity arise which cannot be readily resolved.
- ONLY call "Crow" on 0245-381693 if there is any administrative matter which you cannot resolve. Questions relating to the route will be answered with "No Comment".
- Send your marked maps to "Crow", RRTT, 48 Collingwood Road, Witham, Essex, CM8 2DZ. Make sure your name, competition number and address are shown along the top margin of your map, and your competition number is on the top left of your envelope. Marked maps should arrive no later than Monday, March 18th, 1991. I don't mind how the map gets to me, post, special delivery, registered, parcel post, carrier pigeon, courier or personal delivery so long as it is in my possession by midnight March 18th (Note this potentially gives you a bit longer than stated in the regulations). If you are relying on postal services allow sufficient contingency for postal delay and SNOW.
- We encourage you to make comments regarding the event, good or bad, on the reverse of your map. We reserve the right to publish your comments in full, so please keep them clean.
- A team of markers and checkers have been booked for when the event finishes, so we are confident we can post the results within two weeks thereafter.

Remember, a route card a day ..... will get it finished!

"Crow"

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**Notes**

579<sup>1</sup>/<sub>2</sub> 618<sup>1</sup>/<sub>2</sub> is not a crossroads. Spot heights 102 (5158), 158 (4070) and 113 (5656) are not on the junctions. Gore Hill white (4883) is passable. There is not a white parallel to the B4192 at 289<sup>1</sup>/<sub>2</sub> 722<sup>1</sup>/<sub>2</sub>. The white via 245<sup>1</sup>/<sub>4</sub> 877<sup>1</sup>/<sub>2</sub> is passable. The footpath through 287 845 may be used. The white through 599<sup>1</sup>/<sub>4</sub> 590 is a no through road.

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**1. Current Problem (12 Minutes)**

TC1 @ 235 631<sup>1</sup>/<sub>2</sub> to TC2 @ 373 571.

Cross the ETLs that start in kilometre squares 2059 and 2060 as many times as possible between TC1 and TC2.

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**2. TARDIS (10 Minutes)**

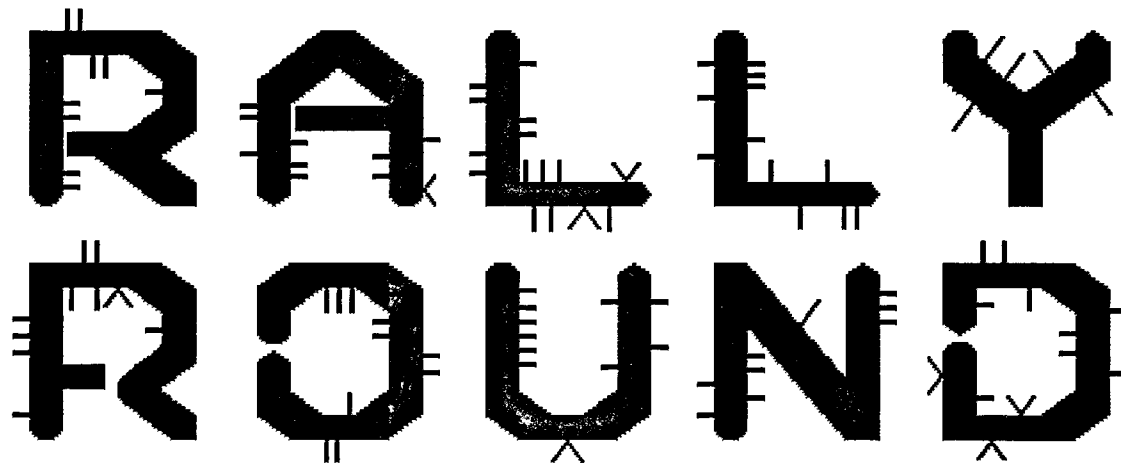
TC2 @ 373 571 to TC3 @ 366 630 via

5:19, 3:45, 6:54, 2:33, 10:51, 7:19, 10:23, 1:28, 4:12, 8:18, 1:30, 6:50, 1:35, 10:43, 7:37, 1:12, 6:16, 8:28, 1:12, 4:23, 8:42, 0:58, 11:44, 6:31, 8:37, 5:55, 11:01, 10:30, 6:24, 9:13, 9:23, 11:39, 10:48, 8:11, 2:06, 1:42, 0:32, 4:03.

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**3. Rally Round I (24 Minutes)**

TC3 @ 366 630 to TC4 @ 420 682 via the following correctly spelt herringbone.



[Hint: Lots of small loops, mark your map very carefully]

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**4. Back Cover (10 Minutes)**

TC4 @ 420 682 to TC5 @ S356 715.

Integrate the map's bar code with 151418164171021 to find your way.

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**5. Ranked Roads (18 Minutes)**

TC5 @ 356 715 to TC6 @ N434<sup>1</sup>/<sub>4</sub> 646<sup>1</sup>/<sub>4</sub> via

5 6 7 6 5 6 4 7 3 4 7 5 7 5 7 5 6 5 6 7 1 3 2 5 7 5 4 5 7 4 6 7 6 7 5 6 7 5 6 4 7 4 3 7 3 5 3 6 7 5 7 5 6  
5 6.

1	6	2		3	4	4
6		1		2		5
5	6			6	6	
7	6	8		9	4	10
1		3		4		4
11	0			12	5	

**6. Cross Number (13 Minutes)**

TC6 @ 434<sup>1</sup>/<sub>4</sub> 646<sup>1</sup>/<sub>4</sub> to TC7 @ 434<sup>1</sup>/<sub>2</sub> 573<sup>1</sup>/<sub>2</sub> via the following Cross Number clues only in the order:

2D, 3D, 11A, 7D, 10D, 3A, 1D, 7A, 1A, 5A, 9A, 12A, 4D, 9D, 8D, 6A.

**7. Symbolism (12 Minutes)**

TX7 ≅ 434<sup>1</sup>/<sub>2</sub> 573<sup>1</sup>/<sub>2</sub> NE to TX8 ≅ 468<sup>3</sup>/<sub>4</sub> 592<sup>3</sup>/<sub>4</sub> πια

Head toward the A343. Χροσσ σποτ ηειγητ 147 βυτ απωιδ τηε μιλεστονε. σισιτ Χρωσσ ηοιτ (βυτ ψου μαψ νοτ τηινκ σο αφτερ τηισ επεντ) τηεν πασσ τηρουγη τηε τωο βλυε 4εσ. Ρετυρν το τηε Α ροαδ υσιγγ τηε ωηιτε ωηιχη χροσσεσ ΓΛ44. Εντερ τηε λαργε ωηιτε λαψ-βψ βεφορε κεεπιγγ ασ χλοσε το Ριτερ Ενβορνε υπ το ΣΗ84. Ιγνορε τηε Η, πισιτ 115 ανδ 78 βεφορε ψου ρεαχη Παλμερεσ Ηιλλ Ηο. Μισσ τηε σχηοολ ανδ 132, ανδ χοντινυε πια ΤΡ, ΡΤ, ΤΛ, ΣΞ, ΣΟ, ΣΟ. Χροσσ τηε ραιλωαψ ον α ψελλω. Ατ α Ρεδ/Ρεδ/Ψελλω/Ωηιτε χροσσραοδσ φοιν τηε ωηιτε ροαδ ανδ σταψ ον ωηιτε ροαδσ (Τηε Τεμπλε ωηιτε γοεσ) ασ λογγ ασ ψου χαν το Ιπορψ Φμ. σισιτ τωο ηειγητσ διφφεριγγ βψ 39 βεφορε ΤΧ8.

**1000. Bits & PCs (10 Minutes)**

TC1000 @ 111010100.1001011 1001010000.1001011 to

TC1001 @ 1000111111 1000110011.11001 via

100001111000101111101001100010101100011100011110111100  
 01111011110001111100011010000110011011100000011111101  
 11001100110010011110001110001110001110001110001000111  
 1.

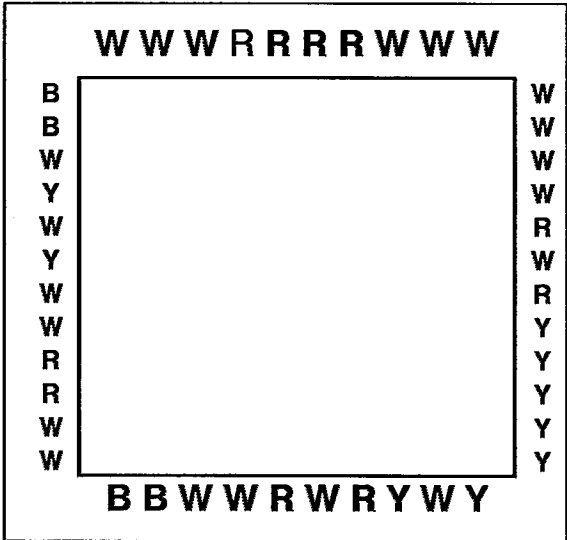
**9. Yellow Peril 4 (7 Minutes)**

TC9 @ 575 563<sup>1</sup>/<sub>4</sub> to TC10 @ 553<sup>1</sup>/<sub>2</sub> 611<sup>1</sup>/<sub>2</sub> via

<<>>><<<<>>>>>>><>><<>><  
 <><<<<>>>><<<>>>><>>>.

**10. Outside Chance (7 Minutes)**

TC10 @ 553<sup>1</sup>/<sub>2</sub> 611<sup>1</sup>/<sub>2</sub> to TC11 @ 555 619 via the diagram opposite.









### 23. Once Only (6 Minutes)

TC23 @ 366<sup>1</sup>/<sub>4</sub> 928 to TC24 @ 298 907<sup>1</sup>/<sub>2</sub> via

		To			
		W	Y	B	R
From	W	-	1	1	1
	Y	1	-	1	1
	B	1	1	-	1
	R	1	1	1	-

### 24. Seconds Out (-)

TC24 @ 298 907<sup>1</sup>/<sub>2</sub> to TC25 @ 269 875 via

82, Common Farm, 89, 81, MS, MS, 78, RX, TR, SO, SO, TL, TR, MS, TR, Windmill Hill, 142, SX, SO, SO, TR, RT, 112, 142, B4507, TR, TR, SX, TR, TL, RT, 123, 87, TL, SO, TL, Woolstone, 126, 139, RX, SO, LT, RX, RX, SX, SO.

That was easy, wasn't it? Unfortunately none of the PC's were manned! If you chose the correct route, you will have used 2.35 miles of Red road, 3.37 miles of Brown roads, 14.17 miles of Yellow roads and 4.50 miles of Whites; a total of 24.39 miles. (Take my word for it)

On any of these roads you may travel between 20 and 60 m.p.h. On Red roads your fuel consumption is 1200/A m.p.g.; on Brown roads your fuel consumption is 900/B m.p.g.; on Yellow roads, 600/C m.p.g.; on White roads, 300/D m.p.g, where A, B, C and D are your average speeds on those roads i.e. the faster you go the more fuel you use.

So if your average speed on all these roads were 30 m.p.h you will have used:

$2.35 / (1200/30) + 3.37 / (900/30) + 14.17 / (600/30) + 4.50 / (300/30) = 1.3295833$  gallons  
and the section will have taken you  $(24.39 \times 60)/30 = 48.78 = 48$  minutes 47 seconds.

Coincidentally, 1.3295833 gallons was all you had at TC24, but your service crew was waiting with plenty of fuel at TC25. Obviously you want to do the section in the quickest possible time and arrive at TC25 with an empty tank. By planning your average speed on each class of road this is just what you do. How long did it take you? Write your answer next to TC25 on your map; and if you have calculated the answer also write down the optimum average speeds on each class of road. You will be penalised 1 second/second that your time deviates from the correct answer, merely as a tie-decider. The penalty will not be added to your overall total.

The best answer on this section will qualify for the Stages and Selectives award.

[Hint: *The mathematics for exact calculation are rather complicated. An educated guess or rough calculation will save a lot of head scratching for the less numerate.*]

### 25. Frequency modulation? (12 Minutes)

TC25 @ 269 875 to TC26 @ 235<sup>1</sup>/<sub>2</sub> 835 via as close as permitted to the following only:

Does not, Marks then worships? twisted thread, Bovine shelters, Alec Douglas, Wide meadows, 14 pounds, Middlesborough's in it, Breed of sheep, One tenth, Tract of unwooded land, Florence, Gee wash cold milk, German composer?, Horses, Judge's home, Extra dog, Dusty small wood, Ten across - Bought rattle, Will stem, Circular bird, Red fens, Peas rot, Widespread, Curved mound, Wanders, Bunter's Grey, Silicon Peak, Stop working in repair place, Vascular cryptogamous plant.



**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND National Table Top Rally**  
**February/March 1991**  
**HEADLINES**

March 30th, 1991

Dear Rally Rounder,

Here are the results for this year's event a little later than I had hoped for two reasons. First, because of the demise of the Pegasus TT this year and therefore a premature end to the National Championship, final positions for the Championship have been included in this mailing. Secondly, much of my own leisure time has been occupied with other things which the enclosed blue form explains.

In a season of previous tough events your reaction to the RRTT was extraordinarily favourable. For the third successive year we came very close to a "clean" winner; but, perhaps this speaks better of the winner's dominance rather than the difficulties you experienced over the last month!

As usual I have flooded you with statistics and information about the event. Overall your remarks have made the effort all worthwhile and with 61% of you returning maps I am encouraged that that you were left satisfied.

Congratulations to all the award winners and particularly to MARTIN REA who has won the RRTT for the second year running. I have added an award for Best CSMA in recognition of the number of entries they supplied this year. Cheques and trophies will follow in a few days time.

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.

The biggest complaint concerned the rules for return of maps. The oft used "postmark" method has caused me problems in the past. I did a survey this year to establish just how many envelopes had an unreadable postmark. The figure of 20% confirmed my worry that it is rather uncertain relying on the postmark for maps that arrive "late". I agree that "locals" do have an advantage, and three maps were hand delivered. The consolation is that were not amongst the award winners. I promise you a reconsideration of the method for next year.

"Crow"

### Roll of Honour

1st Overall	M1	Martin Rea	3	£30 + Rally Round Cup + engraved award
2nd Overall	M4	Malcolm Price	6	£25 + engraved award
3rd Overall	M6	Dave Bell	8	£20 + engraved award
4th Overall	M5	Philip Bird	9	£15 + engraved award
5th Overall	M7	Pete James	10	£10 + engraved award
6th Overall	M12	Geoff White	18	Engraved award
7th Overall	M8	Colin Hensman	19	Engraved award
8th Overall	M9	Mick Goddard	20	Engraved award
9th Overall	M23	Dave Cherrill	21	Engraved award
10th Overall	M2	Roger Lintott	22	Engraved award
1st Expert	E5	Sylvia Huckle	35	£10 + engraved award
1st Semi-Expert	SE12	Alan Livesey	89	£10 + engraved award
1st Novice	N5	Richard Sobey	147	£10 + engraved award
Fastest S & S	SE12	Alan Livesey		Engraved award
Last Placed	E23	Ernest R Turnbull	321	Free Entry on RRTT 1992
Best WECC	M21	Richard Strawson	47	Engraved award
Best CSMA	M10	H R Simpson	24	Engraved award
Best Team		West Essex CC	326	Engraved awards
		(Richard Strawson, Robin Hernaman, Maurice Pinner)		
Neatest Map	M33	Sarah Crane		

# NATIONAL TABLE TOP RALLY CHAMPIONSHIP (Sponsored by RALLY NAVIGATION SERVICES)

## 1990/91 Championship News Bulletin No.3

We are disappointed to learn that Tavern MC are unable to run their PEGASUS this year after all. Paul Lewis relinquished his role as organiser and they have not been able to find a successor in the limited time available. At the time the previous News Bulletin was produced the limited information available to us lead us to believe that the event was going ahead as planned. It is too early yet to ascertain whether this is a one-off break or a more permanent curtailment.

As a result of this the RALLY ROUND is obviously the final event of the 1990/91 season and the Championship Committee has decided, with the given circumstances, to amend rule 5 of the Championship Regulations to read "The overall winner of the Championship will be the contender with the lowest number of points from two rounds. Contenders completing less than two rounds will not qualify for final Championship placings."

We are not intending to set a precedent with this decision, feeling that this is in the best interest of all competitors for this season and that the situation will be reviewed for the 1991/92 season dependent upon the number of events being included. Having said that, the decision has increased the number of competitors actually showing in the final table positions.

Briefly, the RALLY ROUND was won by MARTIN REA, with MALCOLM PRICE, DAVE BELL, PHIL BIRD and PETE JAMES completing the top five. 64 contenders returned maps from an entry of 108.

The main news item has tended to overshadow MARTIN REA taking the 1990/91 Championship and that's now FOUR in a row. Behind Martin the "pack" continue to re-shuffle - DAVE BELL is this year's runner-up, just 1 point away and COLIN HENSMAN takes third place, another point adrift. The remaining award winners are MALCOLM PRICE - 4th, "CROW" - 5th, PETE JAMES - 6th, PHIL BIRD - 7th, JOHN PERTHEN - 8th, ROGER LINTOTT - 9th and MICK GODDARD - 10th. Congratulations to you all.

Our sincere thanks are extended once again to Dave and Sylvia at RALLY NAVIGATION SERVICES for their continued support. Of course, we'd like to see them back next season.

Finally, plans are advanced for the PATHFINDER in September. Pete James tells us that the routecards are being kept very basic after the criticism in 1990. Every section should be very "do-able".

Geoff White

Pos	Name	PF	N	LP	RR	Tot	Pos	Name	PF	N	LP	RR	Tot
1	Martin Rea (1)	3	44	2	1	3	37	Mark Goodman (30)	-	31	33	26	57
2	Dave Bell (6)	9	1	8	3	4	38	Henry Carr (46)	38	67	52	21	59
3	Colin Hensman (8)	1	4	6	7	5	39	Sarah Crane (22)	30	49	49	35	65
4	Malcolm Price (3)	-	3	46	2	5	40	Phil Wrigley (23)	32	46	39	33	65
5	"Crow" (9)	6	46	1	-	7	41	Peter Lear (35)	32	64	-	34	66
6	Pete James (10)	-	32	4	5	9	42	Jeff Kitts (25)	24	54	43	-	67
7	Phil Bird (11)	-	-	5	4	9	43	Mick Wicks (26)	-	19	51	54	70
8	John Perthen (-)	2	8	22	20	10	44	John Watson (42)	46	69	44	29	73
9	Roger Lintott (2)	8	49	3	49	11	45	Dave Bleakley	35	49	38	38	73
10	Mick Goddard (16)	4	47	49	8	12	46	Liz Thompson (-)	-	46	32	46	78
11	Dave Cherrill (37)	5	-	29	9	14	47	Carol Moulton (50)	36	79	67	42	78
12	Don Clarke (24)	7	53	13	18	20	48	Robert Girvan (44)	28	63	-	59	87
13	Keith Norman (-)	25	23	7	14	21	49	Iain Tullie (-)	37	-	50	-	87
14	Gillian Goodlass (38)	23	9	12	-	21	50	G Nunn	34	57	-	-	91
15	Bridget Lewis (29)	44	-	9	12	21	51	Byron Jones (-)	47	49	46	-	93
16	Tony Mason (-)	13	12	-	-	25	52	J M Bleakley (-)	-	65	49	50	99
17	Howard Simpson (12)	17	48	26	11	28	53	Anthony Cartmell (-)	-	57	45	-	102
18	Brian Chamberlain (-)	-	7	24	22	29	54	Dave Keetley (51)	-	69	34	-	103
19	Alan Ogden (-)	11	49	19	39	30	55	Keith Briggs (55)	-	56	48	-	104
20	Kevin Watkins (36)	12	-	18	36	30	56	Sean Austin (64)	49	84	73	56	105
21	Peter Cloughton (53)	-	49	15	15	30	57	Dave Howells (-)	50	57	-	-	107
22	Andrew Crocombe (15)	16	15	47	28	31	58	Thomas Moore (-)	-	63	58	51	109
23	Nigel Ludlow (-)	25	13	20	23	33	59	Colin Jeffs (-)	-	-	66	44	110
24	Sylvia Huckle (27)	-	27	23	13	36	60	Chris Jones (-)	44	67	-	-	111
25	John Boothe (-)	-	30	11	-	41	61	Ian Begley (-)	-	57	54	-	111
26	Philip Rennie (33)	18	66	66	24	42	62	John Beadle (-)	-	88	60	52	112
27	Geoff White (13)	-	37	-	6	43	63	Bob Dennison (-)	-	49	64	-	113
28	Dave Collins (-)	29	35	14	-	43	64	Dave Leavy (-)	-	-	55	61	116
29	Peter Harboard (28)	18	25	28	-	43	65	Bill Short (-)	42	75	-	-	117
30	Richard Norbury (-)	22	22	-	-	44	66	S J Curtis (-)	-	-	63	57	120
31	Phil Upton (-)	10	37	-	-	47	67	Ernest Turnbull (66)	58	-	-	64	122
32	Tim Findlow (-)	20	79	31	-	51	68	Patrick Gosden (-)	-	-	62	60	122
33	Andy Juniper (-)	21	-	35	31	52	69	Robert Daines (52)	-	69	-	55	124
34	Mick Lowe (7)	27	26	44	22	53	70	Christine Hannaford (-)	54	-	74	-	128
35	Alan Livesey (-)	48	-	27	27	54							
36	John Allcorn (19)	39	29	26	-	55							

1989/90 Championship positions shown in brackets after competitor's name.

Ties have been resolved in favour of the contender with the number of lowest scores, then next lowest and so on in accordance with the Championship regulations.

**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND National Table Top Rally**  
**February/March 1991**  
**ROUTE CARD SOLUTIONS**

**1. Current Problem**

You were able to cross the ETL at every possible point, the difficulty being to find the shortest route.

**2. TARDIS**

Doctor Who fans would have known that TARDIS stands for Time and Relative Dimensions in Space. The times were dimensionally the exit points of consecutive kilometre squares, just like using a square watch. North was 0:00, North-East corner 1:30, East was 3:00 etc.

**3. Rally Round I**

Simply a long herringbone proceeding in RALLY ROUND order from the rounded to the pointed ends. "Correctly Spelt" gave a clue that the R's and L's had been swapped over. There was a missing ignore right on the big D so PCs W and X were cancelled. The most cleaned section.

**4. Back Cover**

The bar code on the back cover of the map is 9780319221747. Integrating this correctly with the given numbers produced a sequence of spot heights to pass through as 97, 158, 104, 138, 116, 94, 127, 102, 127, 147. Some surprisingly missed PC4J which was checking your approach to TC5.

**5. Ranked Roads**

Different classes of roads were ranked in order as 1 = Motorway, 2 = Dual Carriageway A road, 3 = Single Carriageway A Road, 4 = B road, 5 = Yellow road > 4 metres wide, 6 = Yellow road < 4 metres wide, 7 = White road. The white loop at 400735<sup>1</sup>/<sub>2</sub> does not go, so some missed PC5E. I allowed two possible routes after leaving the motorway because it was debatable whether the white through 475737 was passable.

**6. Cross Number**

The cross number clues were all spot heights. You should have got the following sequence, 113, 122, 108, 111, 145, 142, 162, 162, 161, 263, 241, 155, 256, 241, 238, 266. Many missed PC6J by failing to go the long way round to correctly pass through SH263.

**7. Symbolism**

I used a different symbol set for a list of descriptive instructions of where to go. It was a matter of using logic and guesses to work out which symbol was which letter. The full translated text was

"TC7 @ 434<sup>1</sup>/<sub>2</sub> 573<sup>1</sup>/<sub>2</sub>NE to TC8 @ 468<sup>3</sup>/<sub>4</sub> 592<sup>3</sup>/<sub>4</sub> via

Head towards the A343. Cross spot height 147 but avoid the milestone. Visit Crows hott (but you may not think so after this event) then pass through the two blue 4's. Return to the A road using the white which crosses GL44. Enter the large white lay-by before keeping as close to River Enborne up to SH84. Ignore the H, visit 115 and 78 before you reach Palmer's Hill Ho. Miss the school and 132, and continue via TR, RT, TL, SX, SO, SO. Cross the railway on a yellow. At a Red/Red/Yellow/White crossroads join the white road and stay on white roads (The Temple white goes) as long as you can to Ivory Fm. Visit two heights differing by 39 before TC8."

**8. Bits & PCs**

Binary numbers representing mainly spot heights but with a few grid lines (italics) thrown in. The difficulty being where did one number start and finish. You should have ended up with 135, 139, 105, 138, GL49, GL49, GL59, GL49, GL59, 99, 113, 161, 155, 129, 125, 204, 201, GL56, GL56, GL56, GL56, GL56, 143. There were 3 possible interpretations for the GL56 sequence 1) Northings only 2) Eastings and Northings 3) five consecutive grid lines - this gave two possible routes, handled by only requiring an approach to PC8J.

**9. Yellow Peril 4**

The route was on big yellow (greater than 4 metres wide) and little yellow (less than 4 metres wide) roads only. The instructions referred to all stretches of road.

**10. Outside Chance**

The coloured road letters showed in order the roads to leave consecutive kilometre squares. The sequence used was as follows Brown road (leave km square South), B(W), B(W), B(S), W(E), W(S), W(E), W(N), W(W), W(E), W(E), Y(W), W(S), W(W), R(E), R(S), Y(W), W(W), W(N), W(W), W(N), W(S), W(E), R\*(N), R(W), R(W), R(N), R(N), R(N), W(W), W(N), R(E), R(S), Y(E), Y(S), Y(E), W(N), W(W), Y(E), W(N), W(S), Y(E), Y(E), Y(S). \*Shown in a different font on the Route Card since it was debatable whether you left the square on the Red or Brown.

**11. A Little Morsel**

Unpunctuated Morse Code giving upper case letters and numbers that crossed your route. Answers were, C, B, W, S, H, B, P, C, S, C, L, D, 8, 6, F, L, C, G, G, C, H. The clue gave away that all two symbol letters ANITEM were not used (otherwise it would have been more difficult!).

**12. Going Underground or Above Ground?**

Meant to be the real stinker that few would get - but you proved me wrong. Start from Theydon Bois and end up at

Ongar, with two loops on the way. Count the number of letters of each station visited and put them in order to get a series of spot heights as follows:

11(Theydon Bois)8(Moorgate), 7(Aldgate)8, 104, 88(Moorgate), 106, 117, 119, 9(Chalk Farm)6(Morden), 14(Hyde Park Corner)8, 9(Chalk Farm)6, 104, 76, 69, 13(Clapham Common)5(Ongar).

### **13. Rally Round II**

A decoding exercise giving 8 figure map references. O = 1, U = 2, Y = 5, R = 6, N = 7, A = 8, L = 9, D = 0. Thus via 5526 6899 5612 7028 5702 6970 5628 6955 5729 6926 5628 6800 5620 6661 5622 6510 5800 6722 5881 6700 5970 6765 5808 6996 5925 7077.

### **14. All Square**

L = Left exit of a kilometre square. R = Right, T = Top, B = Bottom.

### **15. 45 Degrees Mostly**

All points to visited were measured in kilometres on a compass bearing from the previous point in the direction indicated. E.g. the first point was 3.35 kilometres North West of the start. Accurately the points to visit were 513.31 775.19, 516.14 772.36, 526.18 782.40, 538.56 794.77, 543.65 789.68, 560.26 773.07, 570.87 762.46, 576.46 768.05, 587.13 757.37, 598.09 768.33, 589.68 776.74, 581.55 784.88, 586.22 796.15.

### **16. 123456**

A list of six figure map references, but all the 1st digits were first, then all the second digits etc. Your resultant sequence was then 560791 555796 547807 544816 554834 560850 567821 558817 572814 591813 585825 589846 579856 583862 590864 544895 558901 585909 594900 594904 584912. There were two equidistant routes through PC16M so no approach or departure was required.

### **17. Circular Trip**

The diagram referenced circular symbols adjacent to or on the route as follows: chimneys, roundabout, station, roundabout, chimneys, roundabout, roundabout, roundabout, power station, chimneys, station, power station, letter o (approach North), roundabout, big roundabout, roundabout. There were two possibilities for PC17K, since there were two equidistant ways of avoiding the last roundabout.

### **18. Bordering on the Ridiculous**

Conventional junction directions upset by crossing the South Oxfordshire (SO) district border; then conventional departures from kilometre squares upset by crossing the Newbury (N) district border as follows (where overline means enter district, underline means leave district). Depending upon how accurately you plotted TC18 meant whether you needed an extra SO at the start.

SO TL SO SO SO SO(better was SX) SO RT SO SX SO SO TL LT LX SO LX SO SX SO RT SO  
SO SO SO SO SX SO SO SO TL RX TL SO SX SO RT RT SO LX SO LX SO RX RT SO then  
via

N S N W N W N W N S N W S N N N W N W N W N N S N N W S E N S.

### **19. Accumulation**

Accumulating offsets from TC19. The first via point was  $466838 + 8999 = 475837$ . The second was  $475837 + 2994 = 478831$  etc. The -985 should have been 15, which meant that the last four Eastings were 1 too few. Most of you spotted the error, but I cancelled PC19K since its slightly offset location meant two routes were possible.

475 837, 478 831, 487 836, 488 827, 483 821, 512 813, 503 810, 509 794, 478 788, 476 769, 476 753, 465 754, 464 765, 464 780, 460 786, 433 795, 453 804.

### **20. Strange Times**

A series of three digit spot heights to follow where each clue was formed by adding together the first and third digits and multiplying the answer by the second digit. The spot heights were: 144, 208, 218, 207, 205, 175, 187, 172, 172, 131, 139, 126, 128, 143, 174, 163, 169, 115, 133, 164, 143, 126, 202.

### **21. Get Down**

Through kilometre squares containing the word "Down". Fractions were appropriate where the complete word was not in the square.

### **22. Face Up To It**

Looking closely at the text, certain letters were in a different (serifed, letters with curly bits on the end!) typeFACE. The letters (AospIEkWoYtIertxPdipRWengdarkehCPereWbWickCREV) were found crossing the road on the correct route.

### **23. All Combinations**

The route demanded 12 junctions, one of each possible colour combination i.e. White to Yellow, White to Brown.....Red to Brown, but not in that order. Many fell into the trap of using the long white near Shellingford rather than the shorter one near Fernham (PC23F).

### **24. Seconds Out**

A starting guess and then a few refinements would have got you close. Exact answers needed a clever calculator or a computer program. I was amazed how much effort some of you put into solving this "little" problem. Judging the best answer was time-consuming in itself. Many got the right answer to the nearest second and I had to resort to decimal places to find a winner. I was impressed by Martin Rea's (M1) attempt since apparently this used just pen and (lots of) paper. Colin Hensman (M8) deserved a mention, he proposed the fastest time with 46 minutes 48.54378 seconds

(although using his speeds I made it 46 minutes 48.5418483115 seconds). Close scrutiny revealed however that this required 0.0000011 gallons more than was available. John Perthen (M30) tried in vain with three PCs but was a bit off the pace. Two competitors testified that their efforts actually broke their computers. Howard Simpson (M10) probably used the most powerful computer, a VAX 4000, in obtaining his solution. His excellent presentation and precise answer (46 minutes 48.5440944491 seconds) was second best, but his strange rounding to two decimal places put him out of contention. Top of the class was Alan Livesey (SE12) with  $A = 45.2229642504$ ,  $B = 39.1642358753$ ,  $C = 31.9774646868$ ,  $D = 22.6114821252$  with a time of 46 minutes 48.5440943712 seconds. Alan didn't reveal how he got to his answer or even mention it in his comments, but to 10 decimal places he had exactly the same answer as I did! Alan was also 1st Semi-Expert, but I chose to overlook that in honouring him with the "Fastest" award.

How did I arrive at the solution? Well I failed in remembering how to formulate this as a classic Linear Programming problem and resorted to a guess followed by a heuristic algorithm to seek the optimum solution. This was written in Microsoft 'C' and ran for about 30 minutes on a Compaq 386s PC.

#### **25. Frequency modulation?**

A hint that you needed to pass Fm's (farms) on route. The clues were either cryptic, descriptive or anagrams. The farms to be passed were Odstone, Stainswick, Chapelwick, Cowleaze, Home, Broadleaze, Stone, Cleveland, Southdown, Tithe, Field, Nightingale, Wickleshamlodge, Highden, Steeds, Court House, Colleymore, Ashen Copse, Strattenborough Castle, Westmill, Round Robin, Fresden, Eastrop, Common, Roundhill, Roves, Friars, Sandhill, Stallpits, Fern. The Odstone farm white did not go in my opinion but there was no PC penalty.

#### **26. Swindon**

The edge of the map showed Swindon to be 8 kilometres away by Motorway. The distances shown were distances along the Motorway from Swindon where you had to cross under or over the Motorway.

#### **27. Criss Cross Quiz**

Points to visit defined by the intersection of two lines. The from and to points for each line were separated by a "-", and the two lines separated by a "/". The clues were a mixture of spot heights map references, grid lines, churches, graticles, milestones and a motorway service area.

#### **28. Proximity Points**

The clues were representative of the roads at the junction nearest to the junctions to be visited on route. The clues for TC28 and TC29 should have got you started. A couple of clues (5th and 49th) would have been better described as YYY, but those that cracked it, saw through the error.

#### **29. Almost There**

The clues were the spot heights added to the value of the kilometre square that contained them i.e.  $2576 + 143$ ,  $2177 + 258$ ,  $2175 + 252$ ,  $2173 + 235$ ,  $2172 + 193$ ,  $2069 + 129$ ,  $2269 + 119$ ,  $2470 + 121$ ,  $2471 + 128$ ,  $2472 + 212$ ,  $2574 + 167$ ,  $2675 + 134$  (the dot I used for 134 could have been a gate, but I left it in as there was no where else to go without intruding on other routes or instructions),  $2671 + 116$ ,  $2569 + 85\frac{1}{2}^*$ ,  $2669 + 85\frac{1}{2}^*$ ,  $2767 + 118$ ,  $2865 + 125$ ,  $2864 + 121$ ,  $2964 + 157$ ,  $2965 + 131$ ,  $2966 + 113$ ,  $3063 + 171$ ,  $2963 + 132$ ,  $2761 + 169$ ,  $2662 + 169$ ,  $2663 + 146$ ,  $2763 + 125$ ,  $2665 + 164$ ,  $2465 + 147$ ,  $2566 + 167$ ,  $2665 + 143$ . \* The spot height 171 was on the grid line, therefore  $85\frac{1}{2}$  in each square!

#### **30. Savernake Forest**

In and out of the French (because you have to go anticlockwise round it) roundabout like this EoNE, NoNW, WoSW, SoSE. Some missed the longer route early on and were penalised at PC30B, C and H.



**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND National Table Top Rally**  
**February/March 1991**  
**COMMENTS ABOUT THIS YEARS EVENT**

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

**M1**

I thought we were in for some calculus when I saw the word integrate on section 4, but thankfully I managed to differentiate between the numbers without it. (My sixth form maths is somewhat rusty these days). Section 12 was a bit sneaky, wasn't it? I went around the 'Circle Line' with anagrams until I 'spotted' the right station. The accuracy of the first half of section 18 was 'border line' to say the least, and so it proved easier working backwards. Seconds out, round 24. Phew! Back to the calculus again. It may have only been for tie-break purposes, but I like to try and get these things right. You would not believe the number of sheets of paper I used on this; half of Savernake Forest I think. I had some difficulty deciding exactly where Swindon was, until the M4 bridged the gap. A very good event, with many new and novel ideas, and excellent presentation as usual. Many thanks. *[Congratulations on 1st Overall, again!]*

**M2**

Thank you for an excellent event - you are extremely devious!! *[10th Overall]*

**M3**

CarryOn Crow! 11 - 18 - 24 - 25 Ugh!!

**M4**

Section 1) Equal distance on alternative route in GS3555/3655. 3) If the white in GS3967 is a no through road as indicated by missing line on 'D' then TC4 must be approached from North. 5) The white loop in GS3973 does not go, but I could find no other route. 6) Equal distance on alternative route prior to SH 111. Assume no white road at 430574. 7) Assume route does not avoid SHs 129 & 92 as SH 115 appears under second blue 4 (GL44). 8) Assume GL56 to be crossed 5 times consecutively without crossing other grid lines. 9) This Yellow Peril is a real troublemaker! 12) Assume SH 123 in GS5074 is on white (larger spot). 17) Road (white) does not appear on North side of bridge in GS4891, hence use red road. 20) Assume SH 176 in GS3979 appears on the road, hence thus avoided. 21) Equal distance on alternative route in GS3184. 22) Assume 'G' in GS4184 does not touch road. 28) The white at 281749 is a NTR but could find no other solution.

Thanks for yet another excellent TT. Many new ideas (too many I think), missed too many breakfasts as going to bed when the cock 'crows'. Is your breakfast ticket still on offer? Enjoyed doing almost every section, a few for special mention, sections 6,10,12,16,18,19,20 & 29. *[2nd Overall]*

**M5**

Very good event with lots of good ideas and puzzles but with enough reasonable sections to plot and keep one enthusiastic to finish it. *[4th Overall]*

**M6**

Just a couple *[bit more than a couple]* of comments this year as I'm going to give the Pony Express a whole week to get the map to you! *[first map received]*

Another very enjoyable event - I think I've cracked why I get the most pleasure from your efforts. Remembering the criticisms against the Langer Park and Pathfinder about them being too difficult (personally I thought they were no more difficult than previous years - after all, all sections seemed to have been solved by one person) on looking at your route cards my first impression was that I couldn't do any of it. With other organisers route cards there comes a point when no matter how much thought you put into the 'impossible' sections - you get no further. With yours the solutions come with thought - so as you said in the final instructions - a route card a day finishes it!

As to the route - all very straightforward (after some thought). Liked section 11 particularly and had great fun with section 28. Cleverest, I felt, was section 9 - that one only took a week of head scratching.

Problems with section 18 - siting of TC18 and the first few instructions did not tie in, nor did the second last junction instruction RT.

Most problems with section 19 - towards the end the references did not plot - in terms of the route card, they were 1000 out. I adjusted to give references that plotted - I'm not too sure what to do in those circumstances.

Nice touch with the award - do I detect a subtle sense of humour as my map must be one of the un-neatest you receive, not too happy with the publicity though, I'm a fairly anonymous shy type of person. *[If you ever have to mark maps then you will appreciate how much easier it is if the route is clearly marked. Yours was one of the better ones]*

Many thanks again for all your efforts in organising another first class event. *[3rd Overall]*

**M7**

**Saturday** Yet again I've enjoyed your event. Some good new ideas even if at the time of writing I still have a section to do. Most of the event went onto the map fairly OK except section 12 and half of section 18. What is the 'N' an abbreviation for? [*Newbury district*] Enjoyed 10, 16, 23, 28 best. Do not know if 28 route is right very difficult to do!

**Sunday** Just done section 12. Realised what it was whilst having a shower, had to run downstairs to see if it really worked - now going back to finish my ablutions. p.m. I can now add section 12 to those I've enjoyed, what a good day. 1) finished section 12 2) Wife gone to mum-in-law with obligatory Mother's Day present. All I need now is a good F.1 race tonight. P.S. Did not get one with Senna leading from pole to flag with a 40 second lead.

Section 1 - What a shocking start. Section 3 - Did not know if I was on my 'R's or my 'L'bows. Section 24 - 46.80907 minutes (46' 48" 33") A - 45.25, B - 39.14, Y - 31.98, W - 22.61. Maybe rubbish but good rubbish?

OVERALL AN EXCELLENT EVENT. WHY CAN'T THE PATHFINDER ORGANISERS DO THE SAME! [*5th Overall*]

**M8**

A good event. A Toughie! But we are used to that this season! I admit I like a challenge, and it was! An event, where I couldn't manage a lot of them at first, particularly the first half, but cracked them (or believe I did!) when I went back to them, although some did take some time. A number of good sections: e.g. TARDIS (Good old Dr Who); Back Cover (Yes, I did spend time trying to decipher bar codes - they are complicated!, before I worked it out); Symbolism (not quite all Greek to me!); Morse; Bordering... (I spent a long time on the second half); Strange Times (simple when you've solved it!); Get Down; Proximity Points (a bit different!); Almost There (or almost had enough!). I'm not sure I understood the Underground! [How do you think of them all??] I like these sort, with "hints?" in the section titles. The Tie-Breaker: You're right, the maths is complicated. I worked it out to the nearest integer, by guess/interpolation with the calculator; but then 'cheated' (or is it improvised) by writing a short computer program one lunchtime, to check it and calculate the decimal places! Are there a few mistakes? - Or did I fall into traps?! e.g. TARDIS - 5:19, is between the 2 roads; is 5:09 nearer? A good event - Keep up the good work! [*7th Overall*]

**M9**

Enjoyed the event, section 2 has got to be so easy I cannot see it. Problems with section 12 until it clicked, also section 13 and 16 were troublesome. The sections are all easy!!! to plot once you know what to do. 7) My wife did this one. [*Service Crews are not allowed on road rallies!*] 12) Easy after 2 weeks. 13) 1 week on this one. 24) Thanks to a mickey mouse C program on an Apollo Computer could I solve this one. 27) Clue 7 was difficult. I didn't have a 3 foot ruler so I reverted to maths. 30) Thanks for the breakfast.

Best so far this season. Keep it up and keep it simple. See you next year. [*8th Overall*]

**M10**

Very enjoyable as always. 3) Lots of middle- and large-sized loops also! 4) The pidgin Greek caused some problems. "as close to"(river) = "as close as possible"? "ignore H" = "avoid H or trample all over it"? "as long as you can" = "as long as possible"? I hope that the "white crossing GL44" at 440617<sup>1</sup>/<sub>2</sub> on my copy of the map is regarded as a printing fault. 8) Tut!(3/4)<sub>10</sub> = (.11)<sub>2</sub> [*I know, but the majority wouldn't!*] 12) This took some time for the penny to drop, but fortunately I noticed SH74 in 4867 and realised that the first station name had (7,4) letters. After that it was (relatively) easy. N = Next(county)? [*No, Newbury District*] 19) I trust that the 14th plot (- 985) was off - it landed me in a Crowpat in the middle of a field. Things go better if it is replaced by + 15. 24) "rather complicated" is perhaps an understatement. Fortunately I haf vays of making der VAX 4000 talk - the full answer, to 9 decimal places is attached. It proved to be quite difficult to find an approximate answer, to 2d.p., that I could put on the map. 25) Does the road through OSTONE really go? [*No in my opinion*] Probably in real life, but I am not sure that the map supports this. However, the alternative route via Compton Beauchamp [*I*] clashes with section 24. 28) Very confusing. The Crow flies again. 29) Relieved that the SH on a GL was odd, not even! [*Howard supplied a full listing of his program the solution to section 24. This is too long to print here. Best CSMA*]

**M12**

At last I can put this to bed! Although I've enjoyed doing this year's RALLY ROUND I don't have the same vibes as experienced in previous years. I struggled almost from the beginning but was able to keep plodding (& plotting) away with various encouragement from friends and relatives. So if this produces something worthwhile then I am indebted to them all.

Usually the headings have been of tremendous assistance to me but this year they've been next to useless! For me, it seems to have been a difficult year what with the PATHFINDER; the competitors' response to the LANGER PARK, and now this one. At one stage I really felt completely burned out of creative brain power - nothing seemed to be forthcoming; but then most people would probably be happy with three!

Many hours have been spent doubting your parentage but there again, three months ago you were probably saying the same about me. I have the odd comment or query and detail them below:-

4) Excellent idea - my favourite. 7) I don't think the white road to red joins up under the red NT arrow it only runs parallel so I've plotted via 468<sup>1</sup>/<sub>2</sub>627<sup>1</sup>/<sub>2</sub> [*No problem, no PC*]. Also I've taken 'long as you can' to read longest possible route. 11) Thanks to HM Coastguard, Harwich - I got the message! 12) I'll put you underground when I see you! 13) No logic to the alphanumeric code as far as I can see. 16) That was evil! 19) Instruction 14 gives a map reference of 463780 which doesn't plot; should it be 464780? (ie -15). Instruction 16 gives a map reference of 433795 which is dubious as to whether

it's on the junction or just SW of it. If on the junction take pencilled route; if SW of junction use dotted route.

Just to give you a bit of useless information taking the sections in chronological order, I plotted cracked them thus:- 5 17 4 3 6 18 1 14 28 16 25 29 21 2 19 23 22 26 24 30 20 13 12 27 7 8 9 15 10 11 (ie section 7 - 1st & section 20 last). [6th

Overall]

#### **M13**

Well, struggled through another TT, was managing alright till I got to page 3 (obviously not a SUN reader). The morse tried me and had a last attempt at the underground only to find I had gone from TC13 to TC12. So with 4 or 5 guessed sections, a lot of rubber work and a very erratic pencil the map shows the signs of battle. Had an uneducated guess at the time on section 24. Section 27 called for a bit of space clearing!

Some very interesting ideas and a challenging competition. Would have liked to have given it more time, but had other distractions.

#### **M16**

When I first saw the route cards, I thought that I'd get the prize for the neatest map - the one with nothing on it! Familiarity didn't breed contempt, just a lot of head-scratching and some success.

I usually reckon that I've not done too badly if I can do all but two sections; just made it this year as there are two sections that I haven't a clue on!

"Tardis" absolutely drove me up the wall; tried going forward in time, backward in time, plotting backwards, adding, subtracting - nothing worked. Now tell me how simple it was! [It was simple!] And "Outside Chance" had absolutely no chance with me!

Apologies to the checkers for these two sections. On the reasoning that its best to put something down and maybe catch a few points, I've done the most convoluted route I can think of to fill the available space in true Rally Round tradition.

Of the sections that I could do, I think that "Proximity Points" was the most diabolical from the plotting point of view and seemed to go a bit awry at the end, possibly because I took the dot on the brown road in 2675 to be the 144 SH on section 29, the other on the white road looks like a gate to me.

Think I should get shares in "Wite-Out" considering the amount that I use on Table Tops. Stems from an impatience to get something down on the map.

Thanks for a mind stirring four weeks. One day I may manage to do the lot.

#### **M21**

No time to write much, must catch the last post! Really good, bit tough for me but I suppose someone will clean it. You won't believe my luck (bad type) on the selective calculation. I lost my first set of results and my PC packed up during the second so here to reduced precision are my results: 46.809 mins, A- 45.198, B-38.934, C-31.957, D-22.704. [Best WECC, Best Team]

#### **M22**

Sorry lack of time and ideas this year.

#### **M24**

I found the sections that I did have time to do were very time consuming even after I had worked out how to do them. I am sorry to say that time was not on my side this year as I had so many other commitments with motor club work and rallies but I will have a go next year when perhaps I will have more time or you will make them even less time consuming.

#### **M29**

1st Rally Round & enjoyable, thanks for your efforts. The ones that got away - 2) Time and relative distance is somewhere on the map! Guessing via longest and most scenic route possible. 9) Contour lines. 10) After several Browns, a few Reds, yellows and whites, the rest filled in hope! 11) --. --- ... . - . ... .. - - . . [translated as Got the message.]Morse no problem, route sent me clit dah. 12) My route will plot via help from the Underground map. 16) I liked this one. 17) Finish a bit around the houses. 18) Crossed the Border a ridiculous number of times in hope - no hope. 19) Trouble with -985. 21) Brilliant - should go down in history. 24) Using a computer is the answer but the not so educated guess found a time with nearly all the fuel gone. My motor's diesel so what I've saved money on, that should pay for next year's entry - unless I'm last! 25) FM? Deviation hertz at times - a kilo - once on the same wavelength I was carried away! 27) Guessing for the large cross due to map folds etc. 28) I'm sure your route differs from mine! 30) With the rule "The rule of the road applies" I had great fun driving on the wrong side of the road. Cheers. P.S. It's too late now, if I can't get it after a month I'll never get it.

#### **M30**

This has been my first attempt at the RALLY ROUND. I must admit that at first I thought your puzzles somewhat daunting - but on further investigation gradually found solutions and enjoyed the event immensely. (In fact I think the best this year!). On the tie break section after using 3 computers (an Amstrad 6128, an 80286 IBM compatible and a 80386 compatible) I discovered that (assuming all average speeds are integer - a big assumption I agree), the Amstrad took some 7 hours to find one acceptable solution, the 80286 took around 5 hours to find that there are only 3 possible solutions (using ALL fuel within the  $40*40*40*40 = 2560000$  combinations), and the 80386 took about 3 hours to find the FASTEST TIME possible - but that would leave some 1.79cc of fuel in the tank! (Interestingly the Amstrad will give calculations to 8 decimal places whereas the IBM's will only give 6...A=44mph, B=38mph, C=32mph, D=23mph

using 1.329189 gallons and taking 46 minutes 50.0088 seconds. I have enclosed printouts which may be of interest to you! Use of a computer for this sort of competition on an all-night Rally wouldn't be much good really would it? Thanks for a good event.

**M33**

Some clever ideas as usual, not as 'easy' as last year. In reality, thank goodness I'm the driver!

**M35**

Sorry - ran out of time. But what I managed to do was most interesting, frustrating, even enjoyable at times. No snow at the moment so I hope this arrives in time by first class post.

**M36**

Excellent event as usual, very enjoyable. Can you find me some more time to do it in next year?

**M38**

Plodded through most sections but lack of time throughout. 2) Took ages to 'see'. 3) ditto. 11) Morse Code + No Time = Guess. 16) It divides by six but then where - another guess. 24) Nothing more than a first iteration here. I'd be surprised if I was in a tie decider! Overall: Up to the usual standard, Thanks. P.S. Note my Langer Park result, hence should now be in Master not Expert class, I think.

**E1**

Lost so much time enjoying trying to formulate an answer to section 24 I didn't leave enough to do the rest properly. Mind you the decorating didn't help either.

**E5**

Many thanks for another most interesting route. Sorry I couldn't quite finish it, and I've arrived at a very dubious solution to section 28! Just a few comments; section 6) I've taken the longer route between SHs 161 & 263 in order to pass through SH 263. If this isn't necessary please accept dotted route. 8) It appears from your comments about SH 113 in the 'notes' that the route should cross northing 56 five times. I have used northing 56 three times and easting 56 twice, achieving a shorter route to SH 143. If route must use northing for all five crossings please accept dotted route. 18) Should there not be two SOs at the start - one L and one R? I'm doubtful about the first SX in the second line (I think it's a single white junction) and the RT in the third line (I think it's a boundary and footpath). As the top of the triangle in GS5381 barely touches GL82 I have 'gone around' to make sure.

This was extremely good value for money. Can you tell us the length of the complete route?? [*Don't really know, about 400 miles?*] Finally can we please have postmarks for dates of posting. I need the last five days for plotting, and that is the time some first class post in this area has taken to reach its destination. Also your method gives an extra weekend to those living near enough to deliver by hand! [*1st Expert!*]

**E6**

3) Think last D is missing a "miss one right". 13) A few problems - think 4th ref should be yruarl3y (not y=5) - think 9th ref should be yaddrnou (not u=1). 25) Can't get very close to "Does not" as white through it doesn't go! Should "twisted thread" & "Bovine Shelters" be swapped? Still best round in series - like all of the 'interesting' ideas. Brain fade and lack of time prevented serious attempts at sections 9, 12, 16, 18, 19, 20. Look forward to your excellent results and analysis. See you next year.

**E8**

Do I win the lleB evaD award for messiest map? Blood stains(!) are from the last road event I did with this map. Easiest event so far this year, hope for reasonable result. S24 used computer which crashed before I found out what the speeds were. The D herringbone in Rally Round I seems to tie itself in a knot clockwise. Have drawn route in as described and linked to TC4.

**E9**

Had to guess most of it!! but wanted to 'finish' 1st TT rally for a year. I look forward to the results to find the answers.

**E13**

[*Here's the annual ode from Carol Moulton*] My current problem is the tardis which won't rally round the ranked roads of the back cover. A cross number symbolises the bits and pieces of the yellow giving me an outside chance of a small morsel before going aground. Again I rallied round to find it all square but only half right while counting to six sent me round in circles. This was bordering on the ridiculous when the accumulation of strange times got me down. I had to face up to it, only once with my seconds out, did my frequency modulate en route to Swindon. CrissCross points to the proximity of Savernake and I'm almost there for my well earned breakfast!

Great fun - but I ran out of time due to all the calculations! See you next year.

Section 24 - After some 2.5 million (!!) calculations I've reached the conclusion that you gave us the right answer in the first place, ie drive a steady 30 mph all the way and cover the course in 48mins 47 seconds. (Simultaneous equations also did this!) The best otherwise was A - 50mph, B - 50mph, Y - 50mph, W - 22.375mph using 1.329258 gallons in 43.67 mins.

**E14**

Once again the Rally Round must get top marks for the quality of the presentation. Easily the best layout and clearest to read. It creates an excellent *impression* to open the envelope and be presented with instructions that are so professionally produced. Looking at some of the sections. 2) A lovely simple idea but it took me a long time (Sorry!) to work out what it meant. But why TARDIS? 3) Took a while to realise that whilst the plots in each letter were in order, the

letters themselves might not be. Also think there may be a road missing in middle of D? 1000) Thanks heavens for a hex calculator. The grid lines had me going for a while. 12) Still confused, think I might have beginning and end nearly right but wouldn't be surprised to get 10 minutes penalties on this one [*then you're not surprised!*]. 18) Totally stumped by this one, hoping for last minute inspiration. 19) Is there an error with the 14th figure as this and remaining plots all seem to be 10m to west of road/junctions etc. Think it should be +15 instead of -985 and have plotted it accordingly. If I'm wrong I've missed at least one loop. 24) Spent far too long playing with the numbers in a spreadsheet to find best answer. 28) I think PERVERTED JUNCTIONS would have been a better title. 29) Nearly gave up on this one. Had the right idea but convinced myself I was wrong because of last two numbers on first line. Well done, excellent event, roll on next year.

#### **E21**

A really enjoyable event, plenty of variety in the questions, probably my most enjoyable TT so far - Thank You.

#### **E25**

Good event although I couldn't complete as many as usual. Either my brain hurts or events are getting harder. Thanks.

#### **E26**

Sorry couldn't get on your wavelength this year despite many hours spent, including travelling to and from Austria by car! Comments on sections as follows: 2) TIME & RELATIVE DIMENSION IN SPACE - so must be clock face but I can't make it work. 3) I assume the 'S' was partially filleted to ignore right white in GS3867? 8) I don't think your binary fractions bear much relation to IEEE or ANSI standards. 9) Is this racist or what! Surely your eyesight's not good enough for it to be contours. 11 & 12) ??? 14) There's probably enough "B"s being said but I think you're one short before (B)? 16) ? 18) Should the last SX in the 1st line be RX and what about the very 1st junction after the TC but what on earth happens after the "via". 19) Is it my addition or yours. I think there is a 1000 adrift towards the end. 20) I assume triangulation points don't count as spot heights. 21) Is there any significance in the fact that one grid square tenth = 1/16 of a mile or is it just fractions of the word. Either way I can't make it work. 22) I am glad you sold me a printer with sans serif option! 24) I proposed to use Simulated Annealing for this one but a bit worried about 7 dec. places on a PC286 - ran out of time anyway and I can't bring myself to guess. 29) This took me longest of all - I even logged every spot height in Eastings 21 - 32 and tried to rank them on a scale of 0 to 99! 28) Think I see what's going on but blowed if I can make it fit. Cheers you b..... [*Best Team*]

#### **E32**

It's some years since I last did a TT, too much else happening at this time of year! I enjoyed the experience again, but was disappointed that I couldn't get more done - I must be rusty! I just don't even start to understand Nos. 20 & 21. Initially for 20 I thought of a 24 hour clock face then minutes, but 64 put paid to that. No. 29 is just pure guess work as I can't understand the code. The idea behind 28 is good. I started by assuming it was the nearest junction by road. This worked for a while but then zilch. After some time I twigged that it was radial distance, or "as the Crow flies" - Deliberate?? I assume 9 is up & down hill, crossing contour lines, but just can't get it to fit. Thanks for the entertainment.

#### **E37**

Please accept my apologies for not submitting an entry this year - nothing to do with difficulties, it wasn't easy, but after some 18 months someone actually put an offer in for my house, so it was all systems go to find a replacement. My wife thought that looking for a new house took priority over the RRTT, and knowing which side my bread is buttered I had to agree! I hope to be with you next year.

#### **SE1**

These damn TT Rallies are still too hard for me - at least this time I've passed more PC's than I've missed (hopefully). I bet you had a good chuckle about us manoeuvring a 4-foot straight edge for section 27! Nil Illegitim Corborundum.

#### **SE5**

It's upsetting when you can't see how to solve a route (Langer Park etc.) but it is really frustrating when you think you know how to solve a route but can't quite make it work!

#### **SE7**

A bit tough I thought.

#### **SE12**

Please find enclosed my map - I don't think it will take too long to mark! Congratulations on a splendid TT which I thoroughly enjoyed, thank you for all your hard work. On the negative side, might I express my disapproval of your method for map return. Living as I do in deepest, darkest Kent, the postal service leaves more than a little to be desired. In order to ensure that this reached you by Monday 18th, therefore, I arranged for it to be posted on Friday 15th. In contrast, people living closer to you (or else in less rural areas) can post on Saturday, or even hand-deliver on Monday, giving them an extra day or even an entire weekend to further peruse the TT - a distinct advantage. Coupled with the fact that we yokels only receive post if the postman thinks it worth his while to trail out with it (i.e a couple of times a week), really does restrict the already short timetable - as an indication, I didn't RECEIVE the instructions until Saturday, 23rd February and so have had a total of 20 days mental anguish. The method adopted by the other TT organisers (i.e date of postmark) really is much fairer; might I encourage you to adopt it for the future. Only one complaint, and it won't stop me from entering next year. I look forward with interest to receiving the answers - I hadn't the faintest idea what TARDIS, 123456, or Proximity Points were about, any I couldn't sort out the herringbone at all. Until rally Round 1992... [*1st Semi-Expert and "Fastest" on the Selective*]

**SE13**

Please find enclosed my entry for Rally Round National Table Top Rally 1991. I was not able to complete the course due to a few problems which I've itemised below: a) Tardis - I didn't understand it. b) Rally Round 1 - Does not plot. c) Back Cover - I didn't understand it. d) Ranked Roads - Does not plot. e) Cross Number - I didn't understand it. f) Bits and PCs - I didn't understand it. g) Yellow Peril - Does not plot using yellows only. h) Outside Chance - Does not plot. i) A Little Morsel - I didn't understand it. j) Going Underground - I didn't understand it. k) Rally Round II - I didn't understand it. l) All square - Doesn't plot. m) 45 Degrees Mostly - Doesn't plot. n) 123456 - I didn't understand it. o) Bordering On The Ridiculous - Doesn't plot. p) Accumulation - I didn't understand it. q) Strange Times - I didn't understand it. r) Get Down - I didn't understand it. s) Face Up To It - I didn't understand it. t) Once Only - Doesn't plot. u) Frequency Modulation - Doesn't plot. v) Swindon - I didn't understand it. w) Criss Cross Quiz - Doesn't plot as points 1 and 8 are used twice which are not at crossroads. x) Proximity Points - Doesn't plot. y) Almost There - Doesn't Plot. I would be much obliged if you could send me a solution for this Table Top Rally. If there is any other information you might require in answering the above. Please don't hesitate in contacting me.

**SE17**

Have thoroughly enjoyed the rally but I'm afraid I couldn't plot 2, 9; couldn't make anything of 10; ignoring letters A, N, I, T, E, M still couldn't get 11 to run; could make nothing at all of 12 or 13; couldn't plot 18; and could make no sense of 19, 20, 21, 28 or 29.

On the organisation side I would find a "last postmark" a more acceptable closing time, as "delivery time" is entirely unknown - even at 1st class rates.

**N5**

[1st Novice]

**N8**

Difficult but enjoyable. As a novice my mind does not "as yet" follow some of your devious thoughts but hopefully I will improve in time. You seem to have more "cunning plans" than Baldrick.

**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND National Table Top Rally**  
**February/March 1991**  
**PASSAGE CHECK LOCATIONS**

1A	E207 <sup>1</sup> / <sub>2</sub>	601W	5A	NW344	716N	9D	NNE591	607 <sup>1</sup> / <sub>2</sub> WNW	15A	W516 <sup>1</sup> / <sub>2</sub>	774 <sup>1</sup> / <sub>2</sub> S
1B	SSW214 <sup>1</sup> / <sub>2</sub>	571E	5B	NW371 <sup>1</sup> / <sub>4</sub>	738 <sup>1</sup> / <sub>2</sub> SW	9E	NE580	619 <sup>1</sup> / <sub>4</sub> SSW	15B	SSE523 <sup>3</sup> / <sub>4</sub>	787E
1C	SSW240 <sup>1</sup> / <sub>2</sub>	586NNE	5C	SW392 <sup>3</sup> / <sub>4</sub>	743 <sup>3</sup> / <sub>4</sub> SSE	9F	SSE579 <sup>1</sup> / <sub>2</sub>	618 <sup>1</sup> / <sub>4</sub> SW	15C	W545 <sup>1</sup> / <sub>2</sub>	787NE
1D	W256 <sup>1</sup> / <sub>2</sub>	605SE	5D	W422 <sup>1</sup> / <sub>4</sub>	733 <sup>1</sup> / <sub>2</sub> N	9G	S574 <sup>1</sup> / <sub>2</sub>	612 <sup>1</sup> / <sub>4</sub> WSW	15D	NW565	773SSE
1E	NNE261 <sup>1</sup> / <sub>4</sub>	569 <sup>1</sup> / <sub>4</sub> NE	5E	E433 <sup>3</sup> / <sub>4</sub>	734S	10A	NW551 <sup>1</sup> / <sub>2</sub>	586 <sup>1</sup> / <sub>4</sub> NE	15E	SSW572	764 <sup>3</sup> / <sub>4</sub> E
1F	W297 <sup>3</sup> / <sub>4</sub>	586N	5F	N431 <sup>1</sup> / <sub>4</sub>	715W	10B	NE557 <sup>3</sup> / <sub>4</sub>	590 <sup>3</sup> / <sub>4</sub> ESE	15F	W590 <sup>1</sup> / <sub>4</sub>	764 <sup>1</sup> / <sub>4</sub> S
1G	N306 <sup>3</sup> / <sub>4</sub>	600S	5G	NW423	726 <sup>3</sup> / <sub>4</sub> ESE	10C	N551	571 <sup>1</sup> / <sub>4</sub> W	15G	S597	773 <sup>3</sup> / <sub>4</sub> SSW
1H	WSW319	595 <sup>1</sup> / <sub>2</sub> SSE	5H	S480	735NNW	10D	N528 <sup>3</sup> / <sub>4</sub>	589ENE	15H	NNE585	774 <sup>3</sup> / <sub>4</sub> NNW
1I	E334 <sup>1</sup> / <sub>4</sub>	580 <sup>1</sup> / <sub>2</sub> W	5I	E462 <sup>1</sup> / <sub>2</sub>	742SSE	10E	N528 <sup>3</sup> / <sub>4</sub>	589ENE	15I	S581	784NE
1J	NW349	570 <sup>1</sup> / <sub>4</sub> NNE	5J	NW463 <sup>1</sup> / <sub>2</sub>	716S	10F	SW508 <sup>1</sup> / <sub>4</sub>	632 <sup>1</sup> / <sub>4</sub> SE	15J	W589 <sup>1</sup> / <sub>2</sub>	794 <sup>1</sup> / <sub>2</sub> NNW
1K	N363 <sup>1</sup> / <sub>4</sub>	566 <sup>1</sup> / <sub>2</sub> S	5K	N453	711 <sup>1</sup> / <sub>2</sub> E	10G	W529 <sup>1</sup> / <sub>4</sub>	612N	16A	N561 <sup>1</sup> / <sub>4</sub>	789WNW
1L	ESE369	561 <sup>1</sup> / <sub>2</sub> N	5L	NE428 <sup>1</sup> / <sub>4</sub>	706 <sup>1</sup> / <sub>4</sub> SSE	10H	NW534 <sup>1</sup> / <sub>4</sub>	629 <sup>3</sup> / <sub>4</sub> E	16B	W545 <sup>1</sup> / <sub>4</sub>	814NW
			5M	S433 <sup>1</sup> / <sub>4</sub>	700 <sup>1</sup> / <sub>2</sub> SE	11A	W569 <sup>1</sup> / <sub>2</sub>	628NW	16C	SSW560	850SE
2A	WSW376 <sup>3</sup> / <sub>4</sub>	577 <sup>3</sup> / <sub>4</sub> SSE	5N	NNE446 <sup>1</sup> / <sub>2</sub>	681 <sup>1</sup> / <sub>2</sub> SE	11B	S571 <sup>1</sup> / <sub>2</sub>	635 <sup>3</sup> / <sub>4</sub> NE	16D	NNE562 <sup>3</sup> / <sub>4</sub>	820 <sup>1</sup> / <sub>4</sub> ESE
2B	SSE391	560SW	5O	ESE435 <sup>1</sup> / <sub>2</sub>	680 <sup>3</sup> / <sub>4</sub> N	11C	SE570	649N	16E	N590	812 <sup>3</sup> / <sub>4</sub> E
2C	SSW388 <sup>3</sup> / <sub>4</sub>	567 <sup>3</sup> / <sub>4</sub> NE	5P	NE432	682W	11D	NE565 <sup>1</sup> / <sub>2</sub>	630W	16F	ENE588 <sup>1</sup> / <sub>2</sub>	818NNW
2D	SSE396	576E	5Q	S441	674 <sup>1</sup> / <sub>2</sub> E	11E	WSW521 <sup>1</sup> / <sub>2</sub>	645ENE	16G	N582 <sup>1</sup> / <sub>2</sub>	841 <sup>1</sup> / <sub>2</sub> W
2E	S387	578 <sup>1</sup> / <sub>4</sub> NE	5R	SE448	654NE	11F	SSE529 <sup>1</sup> / <sub>4</sub>	666 <sup>3</sup> / <sub>4</sub> SW	16H	WNW581	858 <sup>1</sup> / <sub>2</sub> NNE
2F	W390 <sup>1</sup> / <sub>4</sub>	580 <sup>1</sup> / <sub>4</sub> N	6A	N446	634 <sup>1</sup> / <sub>2</sub> W	11G	SSW513 <sup>1</sup> / <sub>2</sub>	669 <sup>3</sup> / <sub>4</sub> NNW	16I	SSW590 <sup>1</sup> / <sub>4</sub>	865 <sup>1</sup> / <sub>2</sub> WNW
2G	NNE372	586 <sup>3</sup> / <sub>4</sub> NNW	6B	N437	619 <sup>1</sup> / <sub>2</sub> S	11H	E503 <sup>3</sup> / <sub>4</sub>	680 <sup>1</sup> / <sub>4</sub> S	16J	NNW559	896 <sup>1</sup> / <sub>2</sub> ESE
2H	ENE362	604 <sup>1</sup> / <sub>4</sub> SSE	6C	E426 <sup>1</sup> / <sub>2</sub>	613 <sup>3</sup> / <sub>4</sub> SW	11I	N493 <sup>1</sup> / <sub>2</sub>	657 <sup>1</sup> / <sub>2</sub> SSW	16K	NNW573 <sup>1</sup> / <sub>4</sub>	911 <sup>1</sup> / <sub>2</sub> ESE
2I	ENE345	596NW	6D	NNW429 <sup>1</sup> / <sub>4</sub>	618 <sup>3</sup> / <sub>4</sub> NE	11J	ESE482	654 <sup>1</sup> / <sub>2</sub> NNE	16L	NNE585 <sup>1</sup> / <sub>4</sub>	908ESE
2J	SSE338 <sup>3</sup> / <sub>4</sub>	617 <sup>1</sup> / <sub>4</sub> ESE	6E	ESE422 <sup>3</sup> / <sub>4</sub>	642 <sup>1</sup> / <sub>2</sub> NE	11K	N471 <sup>3</sup> / <sub>4</sub>	662 <sup>1</sup> / <sub>4</sub> W	16M	SE594 <sup>1</sup> / <sub>2</sub>	904SW
3A	WNW375 <sup>1</sup> / <sub>2</sub>	633 <sup>1</sup> / <sub>2</sub> NE	6F	N411 <sup>1</sup> / <sub>2</sub>	656 <sup>1</sup> / <sub>4</sub> W	11L	N472 <sup>1</sup> / <sub>2</sub>	655 <sup>1</sup> / <sub>2</sub> W	16N	584	911 <sup>1</sup> / <sub>2</sub>
3B	SSE380	647 <sup>1</sup> / <sub>4</sub> SW	6G	E387 <sup>3</sup> / <sub>4</sub>	667 <sup>1</sup> / <sub>2</sub> S	12A	S469 <sup>1</sup> / <sub>4</sub>	666 <sup>1</sup> / <sub>4</sub> N	17A	S553 <sup>1</sup> / <sub>2</sub>	947 <sup>3</sup> / <sub>4</sub> W
3C	WSW370 <sup>1</sup> / <sub>2</sub>	646 <sup>1</sup> / <sub>2</sub> NNW	6H	NNE385 <sup>3</sup> / <sub>4</sub>	633 <sup>1</sup> / <sub>2</sub> SE	12B	S470	700N	17B	NNE538	908 <sup>1</sup> / <sub>2</sub> NNW
3D	SE367	648 <sup>3</sup> / <sub>4</sub> S	6I	SW393 <sup>3</sup> / <sub>4</sub>	619 <sup>3</sup> / <sub>4</sub> W	12C	S468	714E	17C	S522	918 <sup>1</sup> / <sub>2</sub> W
3E	E360 <sup>1</sup> / <sub>2</sub>	637 <sup>3</sup> / <sub>4</sub> W	6J	WNW383 <sup>1</sup> / <sub>4</sub>	614ESE	12D	SW500 <sup>1</sup> / <sub>4</sub>	729 <sup>1</sup> / <sub>4</sub> NNW	17D	SSW516 <sup>1</sup> / <sub>2</sub>	922ESE
3F	S360 <sup>1</sup> / <sub>4</sub>	642WSW	6K	SE410 <sup>1</sup> / <sub>4</sub>	592 <sup>1</sup> / <sub>4</sub> SSE	12E	NNW512	735 <sup>1</sup> / <sub>4</sub> E	17E	E516 <sup>1</sup> / <sub>2</sub>	937S
3G	SW355 <sup>1</sup> / <sub>2</sub>	637SSE	6L	NW429 <sup>3</sup> / <sub>4</sub>	574 <sup>1</sup> / <sub>2</sub> NE	12F	WSW509	705 <sup>1</sup> / <sub>2</sub> SSE	17F	E499 <sup>1</sup> / <sub>2</sub>	922N
3H	WSW342 <sup>1</sup> / <sub>4</sub>	630 <sup>3</sup> / <sub>4</sub> ESE	6M	NW438 <sup>1</sup> / <sub>2</sub>	560 <sup>3</sup> / <sub>4</sub> SSE	12G	SSW519 <sup>1</sup> / <sub>2</sub>	723E	17G	NNW486 <sup>1</sup> / <sub>2</sub>	942 <sup>1</sup> / <sub>2</sub> W
3I	NNE331	630 <sup>1</sup> / <sub>4</sub> NNW	7A	W434 <sup>3</sup> / <sub>4</sub>	594 <sup>3</sup> / <sub>4</sub> N	12H	NW540 <sup>3</sup> / <sub>4</sub>	709S	17H	NNW477 <sup>1</sup> / <sub>2</sub>	902 <sup>3</sup> / <sub>4</sub> SE
3J	E319	633 <sup>3</sup> / <sub>4</sub> NE	7B	W436	604N	12I	N522 <sup>1</sup> / <sub>2</sub>	674 <sup>1</sup> / <sub>2</sub> E	17I	SSW481	902 <sup>1</sup> / <sub>2</sub> NNE
3K	SW321 <sup>3</sup> / <sub>4</sub>	644 <sup>1</sup> / <sub>2</sub> ESE	7C	ESE440 <sup>1</sup> / <sub>4</sub>	617NNE	12J	ESE540 <sup>1</sup> / <sub>4</sub>	686 <sup>1</sup> / <sub>2</sub> N	17J	WNW519	906SSW
3L	WNW325	663 <sup>1</sup> / <sub>4</sub> E	7D	WNW447 <sup>1</sup> / <sub>4</sub>	626 <sup>1</sup> / <sub>2</sub> ESE	13A	WNW549 <sup>3</sup> / <sub>4</sub>	688NE	17K	NNW517	899WSW
3M	NE335	665 <sup>1</sup> / <sub>4</sub> SE	7E	N454 <sup>3</sup> / <sub>4</sub>	630ESE	13B	WSW552 <sup>1</sup> / <sub>2</sub>	690ENE	17L	NNW511	898WSW
3N	N328 <sup>1</sup> / <sub>4</sub>	655 <sup>1</sup> / <sub>2</sub> SSE	7F	W470 <sup>1</sup> / <sub>2</sub>	633 <sup>1</sup> / <sub>4</sub> NE	13C	NW570 <sup>1</sup> / <sub>4</sub>	697W	18A	N509 <sup>1</sup> / <sub>2</sub>	875 <sup>3</sup> / <sub>4</sub> S
3O	SW354	664 <sup>1</sup> / <sub>2</sub> NNW	7G	NNW487 <sup>1</sup> / <sub>2</sub>	632 <sup>1</sup> / <sub>4</sub> SW	13D	ENE562 <sup>1</sup> / <sub>2</sub>	695 <sup>1</sup> / <sub>4</sub> SE	18B	ESE493 <sup>1</sup> / <sub>2</sub>	886WSW
3P	SSW352 <sup>1</sup> / <sub>4</sub>	673 <sup>3</sup> / <sub>4</sub> ESE	7H	S484 <sup>1</sup> / <sub>2</sub>	627 <sup>1</sup> / <sub>2</sub> E	13E	W572 <sup>3</sup> / <sub>4</sub>	696 <sup>3</sup> / <sub>4</sub> S	18C	NW500 <sup>3</sup> / <sub>4</sub>	869E
3Q	E355	674 <sup>1</sup> / <sub>4</sub> NE	7I	S475 <sup>3</sup> / <sub>4</sub>	616 <sup>3</sup> / <sub>4</sub> NNE	13F	N562 <sup>3</sup> / <sub>4</sub>	678 <sup>1</sup> / <sub>2</sub> W	18D	W533 <sup>3</sup> / <sub>4</sub>	861
3R	W365 <sup>1</sup> / <sub>2</sub>	665 <sup>1</sup> / <sub>4</sub> NNW	7J	NNW464 <sup>1</sup> / <sub>4</sub>	607 <sup>3</sup> / <sub>4</sub> WSW	13G	N562	666W	18E	E535 <sup>1</sup> / <sub>2</sub>	855 <sup>3</sup> / <sub>4</sub> SSW
3S	N363 <sup>1</sup> / <sub>2</sub>	676 <sup>1</sup> / <sub>4</sub> ESE	7K	E449 <sup>1</sup> / <sub>4</sub>	592 <sup>1</sup> / <sub>2</sub> N	13H	SSW575 <sup>3</sup> / <sub>4</sub>	675 <sup>1</sup> / <sub>4</sub> E	18F	W537	825S
3T	NW377 <sup>3</sup> / <sub>4</sub>	668 <sup>3</sup> / <sub>4</sub> W	7L	S456 <sup>3</sup> / <sub>4</sub>	590 <sup>1</sup> / <sub>4</sub> N	13I	N588	669 <sup>1</sup> / <sub>2</sub> NE	18G	NE534	819 <sup>1</sup> / <sub>2</sub> NW
3U	NE366 <sup>1</sup> / <sub>2</sub>	662 <sup>3</sup> / <sub>4</sub> SSE	8A	WSW477 <sup>1</sup> / <sub>2</sub>	579 <sup>3</sup> / <sub>4</sub> S	13J	SE594 <sup>1</sup> / <sub>4</sub>	678 <sup>1</sup> / <sub>2</sub> NW	18H	NE509	831 <sup>3</sup> / <sub>4</sub> SW
3V	WNW386 <sup>3</sup> / <sub>4</sub>	677N	8B	S475 <sup>3</sup> / <sub>4</sub>	592 <sup>3</sup> / <sub>4</sub> NNE	13K	SE580 <sup>3</sup> / <sub>4</sub>	699 <sup>1</sup> / <sub>2</sub> ESE	18I	NNE479	840 <sup>1</sup> / <sub>4</sub> WNW
3W	W388	685NNE	8C	NNW489	588ENE	13L	SW594 <sup>3</sup> / <sub>4</sub>	705 <sup>1</sup> / <sub>4</sub> NW	18J	S469 <sup>1</sup> / <sub>4</sub>	852WSW
3X	N394 <sup>1</sup> / <sub>2</sub>	684 <sup>1</sup> / <sub>2</sub> E	8D	SSW499	595 <sup>1</sup> / <sub>4</sub> ESE	14A	E589	716 <sup>1</sup> / <sub>4</sub> N	18K	E459 <sup>1</sup> / <sub>2</sub>	856 <sup>3</sup> / <sub>4</sub> S
4A	S424 <sup>1</sup> / <sub>4</sub>	693NW	8E	W522 <sup>1</sup> / <sub>2</sub>	583 <sup>1</sup> / <sub>2</sub> SSE	14B	E581 <sup>3</sup> / <sub>4</sub>	745W	18L	SSW462	848 <sup>1</sup> / <sub>4</sub> SE
4B	SE407 <sup>1</sup> / <sub>4</sub>	706 <sup>1</sup> / <sub>4</sub> NNW	8F	E516 <sup>1</sup> / <sub>4</sub>	572 <sup>1</sup> / <sub>2</sub> NNE	14C	SSW569 <sup>1</sup> / <sub>4</sub>	743SSE	19A	WNW477 <sup>1</sup> / <sub>4</sub>	836SSW
4C	WNW413 <sup>1</sup> / <sub>2</sub>	706 <sup>1</sup> / <sub>2</sub> NE	8G	N492	577W	14D	N581 <sup>1</sup> / <sub>2</sub>	724 <sup>3</sup> / <sub>4</sub> W	19B	N478 <sup>1</sup> / <sub>2</sub>	824 <sup>3</sup> / <sub>4</sub> NE
4D	SE417	722SW	8H	W515 <sup>1</sup> / <sub>2</sub>	564 <sup>1</sup> / <sub>2</sub> S	14E	E554	740 <sup>3</sup> / <sub>4</sub> S	19C	NE480 <sup>3</sup> / <sub>4</sub>	822 <sup>1</sup> / <sub>4</sub> SE
4E	NE395 <sup>1</sup> / <sub>4</sub>	717 <sup>3</sup> / <sub>4</sub> SSW	8I	WSW539 <sup>1</sup> / <sub>4</sub>	554 <sup>3</sup> / <sub>4</sub> N	14F	NNW543 <sup>1</sup> / <sub>4</sub>	731 <sup>1</sup> / <sub>2</sub> ESE	19D	SW505 <sup>1</sup> / <sub>2</sub>	816 <sup>1</sup> / <sub>2</sub> NE
4F	N385 <sup>1</sup> / <sub>2</sub>	684 <sup>1</sup> / <sub>2</sub> W	8J	SW552 <sup>1</sup> / <sub>2</sub>	560 <sup>3</sup> / <sub>4</sub>	14G	W555 <sup>1</sup> / <sub>4</sub>	731SSE	19E	SE504 <sup>1</sup> / <sub>2</sub>	814 <sup>1</sup> / <sub>4</sub> SSW
4G	SE367 <sup>1</sup> / <sub>2</sub>	696 <sup>1</sup> / <sub>2</sub> W	9A	SSE596	577NW	14H	NNE544 <sup>1</sup> / <sub>2</sub>	710NNW	19F	NW506 <sup>1</sup> / <sub>4</sub>	786 <sup>1</sup> / <sub>2</sub> SSE
4H	E345	680 <sup>1</sup> / <sub>4</sub> SSW	9B	SE589 <sup>1</sup> / <sub>2</sub>	584 <sup>1</sup> / <sub>4</sub> S	14I	SSW538	728 <sup>1</sup> / <sub>2</sub> WNW	19G	NE490 <sup>1</sup> / <sub>4</sub>	778 <sup>1</sup> / <sub>2</sub> SSW
4I	SW341 <sup>1</sup> / <sub>2</sub>	692 <sup>3</sup> / <sub>4</sub> NNW	9C	S575 <sup>3</sup> / <sub>4</sub>	594 <sup>1</sup> / <sub>2</sub> NE	14J	W538	743E	19H	W476 <sup>1</sup> / <sub>2</sub>	769SSE
4J	S356	715									

**WEST ESSEX CAR CLUB LIMITED**  
**RALLY ROUND National Table Top Rally**  
**February/March 1991**  
**PASSAGE CHECK LOCATIONS**

19I	E473 <sup>1</sup> / <sub>2</sub>	761 <sup>3</sup> / <sub>4</sub> S	23D	SSE337 <sup>3</sup> / <sub>4</sub>	937 <sup>3</sup> / <sub>4</sub> ENE	29J	NNW255 <sup>1</sup> / <sub>2</sub>	697 <sup>1</sup> / <sub>2</sub> SW
19J	E465	765W	23E	SE322 <sup>3</sup> / <sub>4</sub>	941 <sup>3</sup> / <sub>4</sub> SSW	29K	NE278 <sup>3</sup> / <sub>4</sub>	648 <sup>3</sup> / <sub>4</sub> SSE
19K	-		23F	NE295 <sup>3</sup> / <sub>4</sub>	919NW	29L	SSE297 <sup>3</sup> / <sub>4</sub>	651 <sup>1</sup> / <sub>2</sub> WNW
19L	433	795NE				29M	N301 <sup>1</sup> / <sub>2</sub>	665S
19M	NW454	803 <sup>1</sup> / <sub>2</sub> N	25A	SSE240 <sup>1</sup> / <sub>2</sub>	887 <sup>1</sup> / <sub>4</sub> ENE	29N	NE310 <sup>1</sup> / <sub>4</sub>	633 <sup>3</sup> / <sub>4</sub> W
			25B	SW270	902 <sup>3</sup> / <sub>4</sub> NW	29O	NNE291 <sup>1</sup> / <sub>4</sub>	630 <sup>1</sup> / <sub>2</sub> SSW
20A	E423 <sup>1</sup> / <sub>2</sub>	821S	25C	NW274 <sup>3</sup> / <sub>4</sub>	907 <sup>1</sup> / <sub>4</sub> NE	29P	E270 <sup>1</sup> / <sub>4</sub>	616 <sup>3</sup> / <sub>4</sub> NW
20B	E427 <sup>1</sup> / <sub>4</sub>	805 <sup>1</sup> / <sub>2</sub> N	25D	S289	941WSW	29Q	NNE265 <sup>3</sup> / <sub>4</sub>	637ESE
20C	N425 <sup>1</sup> / <sub>2</sub>	791 <sup>3</sup> / <sub>4</sub> S	25E	SSE282 <sup>3</sup> / <sub>4</sub>	947NNE	29R	SSW277 <sup>1</sup> / <sub>2</sub>	645 <sup>1</sup> / <sub>2</sub> WNW
20D	WNW432	780 <sup>1</sup> / <sub>2</sub> SE	25F	S266 <sup>1</sup> / <sub>2</sub>	945 <sup>1</sup> / <sub>2</sub> W	29S	E252 <sup>3</sup> / <sub>4</sub>	648 <sup>3</sup> / <sub>4</sub> NW
20E	NNE439 <sup>3</sup> / <sub>4</sub>	764SSW	25G	235 <sup>1</sup> / <sub>4</sub>	935	29T	SSW253 <sup>1</sup> / <sub>2</sub>	661SSE
20F	SE421	757 <sup>1</sup> / <sub>4</sub> N	25H	ESE222 <sup>1</sup> / <sub>4</sub>	915 <sup>3</sup> / <sub>4</sub> NE			
20G	W425 <sup>1</sup> / <sub>4</sub>	770 <sup>1</sup> / <sub>4</sub> N	25I	E203	936 <sup>3</sup> / <sub>4</sub> S	30A	NNE239 <sup>1</sup> / <sub>2</sub>	661NNW
20H	NNE418	776WNW	25J	SW219 <sup>1</sup> / <sub>2</sub>	909 <sup>1</sup> / <sub>2</sub> SE	30B	SE240	652 <sup>3</sup> / <sub>4</sub> WSW
20I	WSW403	782NE	25K	NNE233	890 <sup>1</sup> / <sub>4</sub> W	30C	SW237	656NW
20J	ESE411 <sup>1</sup> / <sub>2</sub>	806SW	25L	W238 <sup>3</sup> / <sub>4</sub>	875SSE	30D	E233 <sup>1</sup> / <sub>4</sub>	668W
20K	SE397 <sup>1</sup> / <sub>2</sub>	790 <sup>1</sup> / <sub>2</sub> WSW				30E	SE225 <sup>1</sup> / <sub>2</sub>	678S
			26A	NW211 <sup>3</sup> / <sub>4</sub>	812SE	30F	NE205 <sup>1</sup> / <sub>2</sub>	677SW
21A	S383 <sup>1</sup> / <sub>2</sub>	820 <sup>1</sup> / <sub>2</sub> NE	26B	SW231	812 <sup>3</sup> / <sub>4</sub> SE	30G	NNW216 <sup>3</sup> / <sub>4</sub>	654 <sup>3</sup> / <sub>4</sub> E
21B	NW411 <sup>1</sup> / <sub>2</sub>	817 <sup>1</sup> / <sub>2</sub> NE	26C	WNW257 <sup>3</sup> / <sub>4</sub>	793NNE	30H	NNW233 <sup>1</sup> / <sub>2</sub>	652 <sup>3</sup> / <sub>4</sub> SW
21C	N402 <sup>1</sup> / <sub>4</sub>	830 <sup>1</sup> / <sub>2</sub> WNW	26D	288 <sup>1</sup> / <sub>4</sub>	776ESE	30I	ESE225 <sup>1</sup> / <sub>4</sub>	649 <sup>1</sup> / <sub>2</sub> S
21D	NE382 <sup>3</sup> / <sub>4</sub>	825 <sup>3</sup> / <sub>4</sub> WSW	26E	NW298	768 <sup>1</sup> / <sub>2</sub> S			
21E	N367	806 <sup>1</sup> / <sub>2</sub> NNW	26F	W312	755 <sup>1</sup> / <sub>2</sub> N			
21F	SE359 <sup>1</sup> / <sub>4</sub>	812NNE						
21G	NE330	791 <sup>3</sup> / <sub>4</sub> NNE	27A	WSW331 <sup>1</sup> / <sub>2</sub>	769 <sup>3</sup> / <sub>4</sub> S			
21H	SSE326 <sup>3</sup> / <sub>4</sub>	822 <sup>1</sup> / <sub>2</sub> SSW	27B	S336	779E			
21I	NE316 <sup>1</sup> / <sub>4</sub>	799 <sup>3</sup> / <sub>4</sub> SE	27C	NNE345 <sup>1</sup> / <sub>2</sub>	773 <sup>1</sup> / <sub>4</sub> SE			
21J	S310 <sup>1</sup> / <sub>2</sub>	781N	27D	E352 <sup>1</sup> / <sub>2</sub>	793N			
21K	SW313 <sup>1</sup> / <sub>2</sub>	803WNW	27E	NW359 <sup>1</sup> / <sub>2</sub>	799 <sup>1</sup> / <sub>2</sub> NNE			
21L	SW284 <sup>1</sup> / <sub>4</sub>	843NE	27F	WSW367 <sup>1</sup> / <sub>4</sub>	803 <sup>3</sup> / <sub>4</sub> SSE			
21M	SSW315 <sup>1</sup> / <sub>2</sub>	818 <sup>1</sup> / <sub>2</sub> NNW	27G	NNE366	763 <sup>1</sup> / <sub>2</sub> NW			
21N	WNW322 <sup>1</sup> / <sub>2</sub>	834 <sup>1</sup> / <sub>4</sub> N	27H	E348 <sup>1</sup> / <sub>2</sub>	770 <sup>1</sup> / <sub>4</sub> SSW			
21O	WNW322 <sup>3</sup> / <sub>4</sub>	862 <sup>1</sup> / <sub>2</sub> ESE						
21P	SW325 <sup>1</sup> / <sub>2</sub>	830 <sup>1</sup> / <sub>2</sub> SSE	28A	E330	738 <sup>1</sup> / <sub>4</sub> S			
21Q	W370 <sup>1</sup> / <sub>2</sub>	840 <sup>1</sup> / <sub>4</sub> E	28B	S325 <sup>3</sup> / <sub>4</sub>	737W			
21R	WSW388	856 <sup>1</sup> / <sub>2</sub> SE	28C	E313	744S			
			28D	NE312 <sup>1</sup> / <sub>2</sub>	741 <sup>1</sup> / <sub>2</sub> SE			
22A	W411 <sup>3</sup> / <sub>4</sub>	864N	28E	N315	705 <sup>1</sup> / <sub>2</sub> E			
22B	WSW409 <sup>1</sup> / <sub>2</sub>	881ENE	28F	E317 <sup>1</sup> / <sub>4</sub>	700 <sup>1</sup> / <sub>2</sub> S			
22C	N417	846 <sup>1</sup> / <sub>2</sub> W	28G	NNW326	688 <sup>1</sup> / <sub>2</sub> WSW			
22D	W427 <sup>1</sup> / <sub>2</sub>	846E	28H	E299	680 <sup>1</sup> / <sub>2</sub> WNW			
22E	S442 <sup>3</sup> / <sub>4</sub>	849 <sup>3</sup> / <sub>4</sub> NNW	28I	SE277	693 <sup>1</sup> / <sub>4</sub> SW			
22F	E425	856 <sup>1</sup> / <sub>4</sub> N	28J	SSW270	699ESE			
22G	W430 <sup>3</sup> / <sub>4</sub>	866 <sup>3</sup> / <sub>4</sub> NNE	28K	W283 <sup>3</sup> / <sub>4</sub>	699 <sup>1</sup> / <sub>2</sub> NNW			
22H	S434 <sup>1</sup> / <sub>4</sub>	871 <sup>3</sup> / <sub>4</sub> N	28L	WSW283 <sup>1</sup> / <sub>2</sub>	702NW			
22I	WSW433	886SSE	28M	SW293	713 <sup>1</sup> / <sub>2</sub> N			
22J	NNW441 <sup>3</sup> / <sub>4</sub>	866 <sup>3</sup> / <sub>4</sub> ENE	28N	S301 <sup>1</sup> / <sub>4</sub>	731W			
22K	N449 <sup>1</sup> / <sub>4</sub>	876 <sup>3</sup> / <sub>4</sub> E	28O	E277	741 <sup>1</sup> / <sub>2</sub> NE			
22L	N454	877 <sup>1</sup> / <sub>4</sub> E	28P	ESE279	773 <sup>3</sup> / <sub>4</sub> W			
22M	W464 <sup>3</sup> / <sub>4</sub>	886 <sup>3</sup> / <sub>4</sub> N	28Q	SSE273 <sup>3</sup> / <sub>4</sub>	776 <sup>3</sup> / <sub>4</sub> S			
22N	E457 <sup>1</sup> / <sub>2</sub>	888 <sup>1</sup> / <sub>4</sub> SW						
22O	SSE445 <sup>1</sup> / <sub>4</sub>	890 <sup>1</sup> / <sub>2</sub> WSW	29A	NNE264 <sup>1</sup> / <sub>2</sub>	759 <sup>1</sup> / <sub>4</sub> SSW			
22P	NE406 <sup>1</sup> / <sub>2</sub>	900 <sup>1</sup> / <sub>4</sub> SE	29B	N213 <sup>3</sup> / <sub>4</sub>	764 <sup>3</sup> / <sub>4</sub> E			
22Q	S397 <sup>1</sup> / <sub>2</sub>	905 <sup>3</sup> / <sub>4</sub> NNW	29C	SE217	756 <sup>1</sup> / <sub>2</sub> SW			
22R	E380	944SSE	29D	WNW211 <sup>1</sup> / <sub>2</sub>	737 <sup>1</sup> / <sub>4</sub> ESE			
22S	WNW386	930SSW	29E	NNE210	716SSW			
			29F	E203 <sup>1</sup> / <sub>2</sub>	706 <sup>1</sup> / <sub>2</sub> SSW			
23A	NE344 <sup>1</sup> / <sub>2</sub>	925 <sup>1</sup> / <sub>2</sub> NW	29G	W235	699 <sup>3</sup> / <sub>4</sub> ENE			
23B	S324 <sup>1</sup> / <sub>2</sub>	940SE	29H	W243 <sup>1</sup> / <sub>4</sub>	729 <sup>1</sup> / <sub>2</sub> NNW			
23C	NW336 <sup>1</sup> / <sub>2</sub>	935ENE	29I	NNE250 <sup>1</sup> / <sub>4</sub>	735 <sup>1</sup> / <sub>2</sub> S			



# RALLY ROUND NATIONAL TABLE TOP 1991 RESULTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	25	26	27	28	29	30	TOT	24	CI	O/A	
M1	.	.	.	.	.	.	1	.	.	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	3	46.48	1	1	M1	
M2	.	6	.	.	1	.	.	.	1	.	.	9	.	.	.	.	.	.	.	.	.	1	.	3	.	.	1	.	22	47.15	10	10	M2	
M3	.	.	.	.	1	2	1	.	.	.	11	.	.	.	.	.	.	12	.	11	.	.	.	3	.	.	5	.	46	46.55	14	16	M3	
M4	.	.	.	.	1	.	.	.	2	.	.	.	.	.	.	.	3	.	.	.	.	.	.	.	.	.	.	.	6	48.26	2	2	M4	
M5	.	.	.	1	.	1	.	.	.	.	1	.	1	.	.	1	.	.	.	.	.	.	1	.	.	.	.	9		4	4	M5		
M6	.	.	.	.	.	1	.	.	.	.	1	1	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	4	8	47.24	3	3	M6	
M7	.	.	.	1	.	1	.	.	.	.	1	.	.	.	1	.	.	.	.	.	.	1	1	1	.	.	.	3	10	46.49	5	5	M7	
M8	.	.	.	.	.	1	1	.	.	.	.	9	.	.	1	.	6	.	.	.	.	.	.	.	.	.	1	.	19	46.48	7	7	M8	
M9	.	7	.	2	.	1	.	.	.	.	.	1	.	.	.	.	3	.	.	.	.	.	1	1	.	.	.	20	46.48	8	8	M9		
M10	1	.	.	1	.	1	.	.	.	.	9	.	.	.	.	.	7	1	1	.	.	1	1	1	.	.	.	24	46.48	11	11	M10		
M12	.	1	.	3	1	1	.	1	.	.	.	2	1	.	.	.	2	.	.	.	.	.	.	.	.	1	1	.	18	47.24	6	6	M12	
M13	.	2	.	.	1	.	5	.	.	.	.	9	.	.	.	11	5	12	12	11	.	1	1	1	.	5	.	93	48.16	21	28	M13		
M15	6	2	.	.	1	1	3	.	5	.	.	.	.	.	1	1	2	.	1	.	1	1	1	.	.	1	.	30	46.54	12	12	M15		
M16	8	9	.	1	1	1	6	.	.	6	.	.	.	.	1	.	6	3	.	.	1	2	.	1	.	5	2	56	43.32	16	18	M16		
M19	.	7	.	1	.	.	.	.	6	.	10	10	12	.	10	14	.	12	12	1	.	.	.	.	.	15	18	129	47.00	25	36	M19		
M20	.	7	.	1	.	2	1	.	.	5	.	8	12	.	8	14	2	11	12	11	.	1	17	1	.	.	.	116	46.48	23	33	M20		
M21	.	1	.	.	1	.	1	2	2	.	6	9	.	.	1	2	3	.	.	.	.	3	1	1	.	.	10	1	47	46.48	15	17	M21	
M22	3	10	.	.	1	2	3	10	7	7	12	10	12	.	2	14	2	12	12	11	.	18	19	1	.	2	17	20	207		29	54	M22	
M23	1	.	.	3	.	2	1	.	.	.	3	.	1	.	2	.	.	.	.	.	.	1	2	.	2	.	1	.	21	46.48	9	9	M23	
M24	2	9	.	4	1	2	1	.	7	7	12	9	12	1	8	11	4	12	12	11	.	17	16	3	.	.	12	18	192		26	47	M24	
M25	11	10	.	.	1	.	1	.	4	6	6	10	1	.	4	12	3	6	1	.	1	.	2	.	5	.	.	84	46.50	*	*	M25		
M27	4	10	.	3	1	2	1	.	5	7	12	10	12	.	14	7	12	.	11	.	18	19	6	.	.	17	20	194		27	48	M27		
M29	4	9	.	.	.	1	1	.	7	2	5	7	.	.	1	.	1	11	.	.	1	1	.	.	.	15	.	66	47.02	20	23	M29		
M30	.	9	.	2	1	6	3	.	3	.	.	10	1	9	.	.	.	11	.	.	.	.	1	.	.	4	.	60	46.50	18	20	M30		
M31	.	7	.	.	.	2	.	.	7	.	7	8	.	.	12	5	10	.	.	.	.	.	.	1	.	1	.	1	65	46.48	19	22	M31	
M33	.	9	.	.	.	.	1	.	7	5	.	10	11	.	2	8	2	9	9	9	15	18	1	.	.	6	.	125	46.48	24	35	M33		
M34	.	.	.	.	.	1	1	.	.	.	1	5	1	.	.	1	.	9	8	1	13	.	1	2	.	.	14	58		17	19	M34		
M35	.	.	.	1	1	2	2	.	7	.	8	10	1	10	.	.	2	12	.	11	18	.	.	2	.	.	8	20	115		22	32	M35	
M36	2	.	.	3	.	3	1	10	7	7	12	10	12	.	10	14	4	12	1	.	18	19	6	1	6	17	20	195		28	49	M36		
M38	.	.	.	.	1	1	.	.	.	.	9	.	4	.	.	13	2	.	.	1	.	.	1	.	.	4	.	.	36	47.13	13	14	M38	
E1	.	9	.	4	1	6	3	1	3	7	1	.	11	.	11	4	10	1	10	.	1	.	.	1	.	8	14	3	109	47.22	8	30	E1	
E5	.	10	.	1	.	1	3	.	7	.	1	.	.	.	.	.	3	.	.	.	.	.	1	.	.	.	7	1	35	47.24	1	13	E5	
E6	.	9	.	2	1	1	2	.	4	.	1	8	1	1	.	14	4	11	12	10	.	.	1	1	.	.	1	3	87		6	26	E6	
E8	9	6	.	3	.	3	3	.	.	.	12	10	11	.	2	1	1	12	.	1	.	3	1	.	.	.	3	3	84	46.48	4	24	E8	
E9	3	9	.	2	1	1	1	2	4	.	12	9	.	.	2	13	3	12	12	10	17	4	.	1	1	12	13	144		11	39	E9		
E10	.	10	.	5	1	5	.	.	7	7	12	10	.	.	14	5	12	.	11	.	.	.	1	.	.	17	.	2	119	47.46	9	34	E10	
E11	5	9	.	1	.	1	2	1	.	5	3	10	.	.	14	3	12	12	.	.	18	2	.	.	6	.	2	106	48.07	7	29	E11		
E12	1	10	22	10	18	6	.	.	7	.	12	10	1	.	4	14	11	12	2	11	18	19	.	.	.	17	.	205		17	53	E12		
E13	7	8	.	3	2	1	3	.	4	7	10	.	11	.	1	1	4	10	12	11	1	19	2	6	4	4	10	18	160	43.67	13	42	E13	

# RALLY ROUND NATIONAL TABLE TOP 1991 RESULTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	25	26	27	28	29	30	TOT	24	CI	O/A	
E14	3	.	.	1	.	1	.	1	.	1	.	8	.	3	.	6	12	.	.	1	.	1	.	.	.	1	3	42	46.48	2	15	E14		
E15	9	7	.	3	10	6	2	1	6	7	12	10	12	.	10	.	6	12	12	11	18	19	4	3	.	2	14	20	3	219	47.45	20	59	E15
E16	10	10	.	.	.	2	2	3	.	5	1	9	.	.	8	.	6	10	9	2	.	18	1	2	5	8	.	18	2	131		10	38	E16
E18	4	10	22	5	.	.	4	1	6	.	12	.	11	.	1	14	.	12	12	11	18	19	1	2	6	2	17	20	3	213		18	55	E18
E21	5	10	22	.	18	2	2	.	7	7	12	10	.	.	10	14	4	12	4	1	18	9	2	1	.	.	17	20	9	216		19	56	E21
E22	.	9	.	2	1	.	.	.	4	.	1	9	1	.	1	1	4	2	1	11	3	3	.	2	4	.	.	.	3	62		3	21	E22
E23	11	10	22	1	18	13	6	10	7	7	12	10	12	10	10	14	6	12	12	11	18	19	6	4	6	8	17	20	9	321		22	64	E23
E24	2	10	22	1	2	2	1	.	7	7	12	10	.	10	1	14	.	12	12	11	.	.	1	1	.	.	17	20	.	175		15	44	E24
E25	6	10	.	2	1	2	2	.	7	.	12	10	12	1	1	14	5	12	12	1	18	2	1	3	.	.	17	20	5	176		16	45	E25
E26	1	7	.	.	1	2	1	.	3	.	12	10	.	.	.	13	6	4	.	.	9	2	1	1	.	1	9	1	1	85		5	25	E26
E27	11	10	22	2	3	3	5	3	7	7	12	10	12	10	4	14	3	12	12	11	1	10	3	1	.	.	17	20	4	229		21	60	E27
E32	11	10	12	2	9	4	2	.	7	.	1	10	.	1	1	1	6	12	12	11	18	.	3	2	6	.	.	18	.	159	46.52	12	41	E32
E35	.	10	.	5	1	2	2	.	7	.	12	10	1	1	10	.	6	12	12	11	18	1	1	3	.	.	17	20	5	167	46.48	14	43	E35
SE1	.	10	.	2	1	1	5	1	7	7	12	10	12	.	10	14	6	12	12	11	18	2	1	2	5	.	17	20	4	202		7	52	SE1
SE2	9	10	22	4	18	8	5	10	7	7	12	10	12	.	2	14	7	12	12	11	18	19	3	12	.	8	17	20	4	293		10	63	SE2
SE4	8	10	22	1	1	1	3	.	6	7	12	10	12	.	3	14	.	6	12	11	.	.	1	.	.	.	17	20	4	181		4	46	SE4
SE5	.	10	.	.	1	.	.	.	7	7	12	10	.	.	1	14	2	12	1	9	18	1	1	1	.	.	4	1	3	115	46.48	2	31	SE5
SE7	1	8	15	2	5	1	4	.	4	5	4	10	12	.	1	.	4	12	12	11	18	19	.	2	6	8	9	20	3	196	48.25	5	50	SE7
SE9	5	10	22	5	1	2	4	1	7	.	12	10	12	.	10	.	1	12	12	11	18	9	3	4	6	1	17	20	1	216		8	57	SE9
SE10	4	10	22	2	18	1	1	10	7	7	12	10	12	.	10	14	11	12	12	11	18	.	3	1	6	8	17	20	1	260		9	61	SE10
SE12	1	8	17	1	.	1	2	1	.	.	.	10	.	.	8	12	2	10	.	.	1	.	.	1	.	.	.	11	3	89	46.48	1	27	SE12
SE13	8	10	22	10	18	13	8	10	6	7	12	10	12	9	10	14	11	12	12	11	18	19	6	12	6	8	17	20	9	340		*	*	SE13
SE17	9	10	.	.	2	3	4	1	7	7	12	10	12	.	5	4	7	12	12	11	18	1	3	3	6	2	17	20	4	202	48.27	6	51	SE17
SE18	6	10	.	4	.	2	2	.	6	1	12	10	.	1	.	.	1	12	.	.	.	19	1	2	.	.	17	20	5	131	48.03	3	37	SE18
N3	9	10	11	4	4	6	3	.	4	7	6	10	12	.	10	14	5	12	12	11	18	5	1	3	.	.	17	20	3	217	46.81	2	58	N3
N5	.	8	.	1	1	1	4	1	.	1	1	10	12	9	10	14	10	12	12	11	18	.	1	.	.	.	10	.	.	147	48.30	1	40	N5
N8	4	10	22	.	18	1	3	.	7	7	12	10	12	10	10	14	10	12	12	11	18	19	4	2	5	.	17	20	5	275	53.20	3	62	N8

\* Map arrived late.