

RALLY ROUND

National Table Top Rally February/March 1992



INTRODUCTION

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

Our usual map-marking format is retained with slight variations reflecting your comments from the previous event.

There are 24 route cards this year, less than on previous RRTTs. This is, a) in line with your comments on 1991's event and b) is dictated by an interesting map which unfortunately has a great chunk of sea in it! The whole route is continuous without link sections and all start and finish references are given.

Your preference for "pots" rather than cash has meant that the overall and class awards list has been extended with an unsurpassed array of silverware (not plasticware) for the top places.

Our continued association with SELVEN SYSTEMS means that the paperwork you will receive will be of the highest standard using modern publishing and computerised techniques.

We expect the five weekend event will keep you thoroughly entertained during the long nights of February and March. The map reading puzzles presented to you will range from the "well that was easy!" to "what is all this about!". As usual however, the majority will be in the former category. After three years of the winner almost being penalty free, this time we might just get a clean sheet. As an optional tie decider we have provided another tough brain teaser which was so popular last year.

Our attention to detail will be carried forward to the results service. Within two weeks of the event finishing you will receive a detailed analysis of the penalties and positions, the solutions and the unedited, often humorous comments from the competitors, plus the final Championship positions.

We hope that you will use the enclosed order form from the Championship sponsors RALLY NAVIGATION SERVICES to obtain your map for the event.

There are special incentives for Novices this year. It will cost them nothing to enter, but if they send their map in for marking, the normal £5 fee will apply. A case of try before you buy.

For those that do not have a copy of the Rally Round board game (not required for the Table Top), it is available from our sponsors SARACAD MARKETING at a special purchase price of £9.95.

A final point. Table-topping is a very unsocialable sport. You rarely meet your fellow competitors for a chat, find out what they do for a job etc. You will see a list of optional questions on the entry form which ask for some details about you. If you don't mind this slight intrusion on your privacy, fill them in and we'll summarise the findings with the final instructions.

"Crow"

ENTRY FORM

Name Car Club

Address

..... Class (M, E, SE or N) Tel. No

(Optional Questions, see Introduction)

Occupation Age Make/Model Car

Main Sports/Hobbies

* Please find enclosed a cheque for £5.00 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.

RALLY ROUND NATIONAL TABLE TOP RALLY 1992

PROMOTERS

West Essex Car Club Limited, with sponsorship by Saracad Marketing Limited - the distributors of the Rally Round board game, Selven Systems - providers of computer services 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 159 (Swansea & Gower), 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.
Steward Chris Towers.
Dogsbody Christine Grover.

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 20th, 1992 Last date for receipt of entries.
Friday February 21st, 1992 Final Instructions and Route Cards posted.
Wednesday March 25th, 1992 To qualify as a finisher, marked maps must arrive by this date.
Early April 1992 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) 1 minute

Overall classification will be in order of fewest time penalties. Ties will be decided first by a tie decider, then in favour of competitors who have completed the greater portion of sections from the start with the lesser penalty (furthest cleanest).

AWARDS

1st Overall Rally Round Cup* + replica
2nd Overall -15th Overall Engraved award
1st Expert Engraved award
1st Semi-Expert Engraved award
1st Novice Engraved award

Additional engraved awards for class 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 1993

Best WECC Engraved Award

Best Club Individual Engraved Award

For each club with at least six finishers.

Best Club Engraved Awards

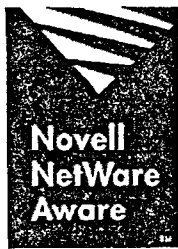
To the first three individuals from the same nominated club (branches of national clubs count as separate clubs) with the lowest aggregate penalty.

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.

SELVEN SYSTEMS

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



For the computer minded, the original text for this document was keyed into Wordstar 6.0 and Wordstar for Windows. The graphics were a mixture of images captured using Scanman and HP scanners. The Rally Round board (one of the route cards on the event) was prepared geometrically using a program written in Microsoft 'C'. Final touches to the graphics were made with Windows Paintbrush. The complete regulations were assembled using Ventura Desktop Publisher and printed on a HP Laserjet



III printer. The computers were either laptop or desktop Compaq PCs working on an integrated Unix and NetWare 3.11 network. Some of the work was carried out at our York and Birmingham offices and transmitted by V32 modems to our Witham office. Maintenance of the

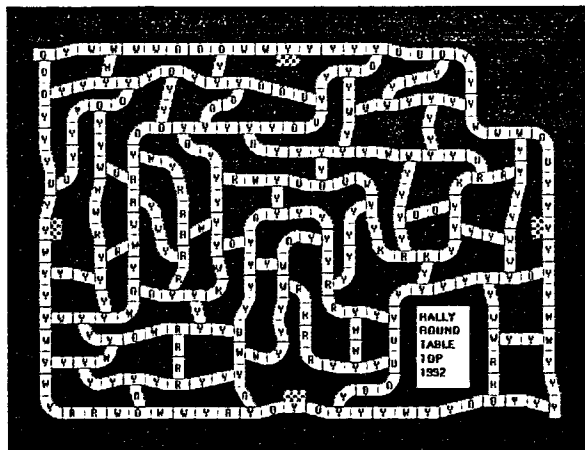
NOVELL
Authorised Systems House



computer equipment and support of the software was by our own technical engineers. The staff personnel and payroll details are processed by our own home-grown, best selling multi-user PAYSENSE package.

This has described just a few of the services and products that are available from one of the U.K.'s leading PC networking companies.

The next time you have a computing requirement give us a call.!



- Novell NetWare
- Compaq PCs
- Samsung PCs
- Tandon PCs
- Communications
- Hardware Maintenance
- Consultancy
- Training
- Mini/Mainframe Connectivity
- Cabling
- PC Packages
- Payroll Specialists
- Bespoke Software

WEST ESSEX CAR CLUB LIMITED

RALLY ROUND

National Table Top Rally

February/March 1992

Entry List @ 19/02/92

Masters

M1	Martin Rae	-	1	1
M2*	Dave Bell	SCCON	3	2
M3	Malcolm Price	-	2	4
M4	Colin Hensman	-	7	3
M5	Philip Bird	Cheltenham MC	4	7
M6	Pete James	Cheltenham MC	5	6
M7*	Geoff White	ECMC	6	27
M8	Mick Goddard	CSMA	8	10
M9	J Perthen	RECC	20	8
M10	Roger Lintott	-	10	9
M11	David Cherrill	-	9	11
M12	Howard R Simpson	CSMA	11	-
M13*	Mrs Bridget Lewis	Oxford MC	12	15
M14	Don Clarke	CSMA	18	12
M15	Keith Norman	Oxford MC	14	13
M16	Dr Gillian Goodlass	-	-	14
M17	Doug Heard	Tynemouth DMC	16	-
M18*	Richard Strawson	WECC	17	-
M19	Andrew Crocombe	-	28	22
M20	John Boothe	Craven MC	-	25
M21	Dave Collins	Devizes	-	28
M22	Phil Upton	-	-	31
M23	E M (Mick) Lowe	Matlock MC	32	34
M24*	Peter R Lear	Hants & Berks	34	41
M25*	Bob Muttram	Dolphin MC	47	-
M26*	Mick Wicks	South Hams	54	43
M27	Pete Smith	-	-	-
M28	Jonathon Ellis	-	-	-
M29	Paul Collins	ECMC	-	-
M30	Richard Rowland	-	-	-
M31	Simon Marks	Oxford MC	-	-

Experts

E1	Sylvia Huckle	-	13	24
E2	Peter Claughton	-	15	21
E3	D Alan Ogden	061 MC	30	19
E4	Henry Carr	Ilkley & DMC	21	38
E5	'Prar' Rennie	Windsor CC	24	26
E6	Robin Hernaman	WECC	25	-
E7	Alan Livesey	Marden	27	35
E8	John H Watson	-	29	44
E9	John Allcorn	CSMA	-	36
E10	Simon Hawes	Guildford	37	-
E11	Dave Bleakley	CSMA	38	45
E12	John Shelley	CSMA (NEL)	41	-
E13	Carol Moulton	CSMA	42	47
E14	Jeff P Kitts	-	-	42
E15	Peter Wild	Southsea MC	43	-
E16	Colin Jeffs	-	44	59
E17	M F Barrett	Herts County	45	-
E18	Liz Thompson	-	46	46
E19	Robert J Girvan	CSMA	59	48
E20	Maurice Pinner	ECMC	48	-
E21	G R Nunn	-	-	50
E22	Thomas A Moore	CSMA	51	58
E23	John Beadle	Essex Land Rover	52	62
E24	David Keetley	CSMA	-	54
E25	Sean C Austin	-	56	56
E26	Stephen John Curtis	CSMA	57	66
E27*	Patrick Gosden	-	60	68
E28	David Leavy	WECC	61	64
E29	Ian Begley	CSMA	-	61
E30	Stephen R Reed	BMRMC	63	-
E31	Bob Dennison	CSMA	-	63
E32	Ernest R Turnbull	-	64	67
E33	W G Short	-	-	65
E34*	Tim Vassie	Nat West MC	-	-
E35*	Tim Kent-Phillips	-	-	-
E36	Judyth Elliot	Atwoodley	-	-

E37	Norman Nicolson	CSMA	-	-
E38	Ron Babbs	CSMA	-	-
E39	George H Ware	Eastwood & District	-	-
E40	Mrs Christine White	-	-	-
E41	Ewan Hopes	Cheltenham MC	-	-
E42	Philip Senior	Morecombe	-	-
E43	Ken Larking	WECC	-	-
E44	Jennie Gilmour	CSMA (Farnbro')	-	-
E45	Jean Tyson	White Horse	-	-
E46	Paul Broadbent	Hartlepool & DMC	-	-
E47	Eileen Broadbent	-	-	-
E48	Peter R Compton	-	-	-
E49	Andy Williams	CSMA	-	-
E50	Keith Mahood	West Lancs MC	-	-
E51	Mrs M E Fielding	-	-	-
E52	Rob Hick	Devizes	-	-
E53	Barry Elliott	Bury AC	-	-
E54	E Manktelow	CSMA (NWL)	-	-
E55	P G James	North Oxon	-	-
E56	Chris Jackson	-	-	-
E57	Brian Stott	061 MC	-	-
E58	D Arkle	CSMA	-	-
E59	Doug Kingsley	Basingstoke	-	-

Semi-Experts

SE1	Tony K Ransom	CSMA (West Middx)	-	-
SE2	Robert Watson	Dolphin MC	-	-
SE3	Noel Murphy	Ecurie Royal Oak MC	-	-
SE4	Douglas Warwick	CSMA	-	-
SE5	David McKinlay	Jersey MC & LCC	-	-
SE6	Tony Hesp	-	-	-
SE7	Ben Jefferis	Taunton MC	-	-
SE8	Jonathon Jennings	Ricardo MC	-	-
SE9	Simon Howe	ECMC	-	-
SE10	M J Williams	Barclays Bank MC	-	-
SE11	Noel Wright	-	-	-
SE12	Iain Tebbutt	OUMDC	-	-
SE13	Carl Barry	-	-	-
SE14	Ian Graham	Nat West MC	-	-
SE15	Michael Devenport	-	-	-
SE16	Paul Stanley	Wessex MC	-	-
SE17	D M Jackson	-	-	-
SE18	D M Bradbury	CSMA	-	-
SE19	Andy Lucas	-	-	-
SE20	Ian J Houghton	Leeds Uni MC	-	-
SE21	Anthony Walker	Oxford MC	-	-
SE22	Malcolm Heymer	WECC	-	-

Novices

N1	Chris Thomas	Ammanford MC	-	-
N2	R Moul	-	-	-
N3	Andy Collier	-	-	-
N4	Ken Sims	Cosmo	-	-
N5	John Linkletter	Leeds Univ. UMC	-	-
N6	Miss S M Gordon	-	-	-
N7	Graham S Boddington	-	-	-
N8	James Monaghan	Dolphin MC	-	-
N9	Christopher Hatch	Wessex MC	-	-
N10	Jayne Parsey	-	-	-
N11	Paul James	Wessex MC	-	-
N12	Brian Taylor	-	-	-

The first number is last year's RRTT position, the second last year's Championship position.

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

NOTES

If you have any comments about RRTT92, good or bad, please write them below and return with your map to "Crow", Ivydene, Ulting Road, Hatfield Peverel, Essex CM3 2LU.

EVENT COMMENTS

WEST ESSEX CAR CLUB LIMITED

RALLY ROUND National Table Top Rally

February/March 1992

CROW'S CAWLUMN

Thank you for your entry. Your competition number is shown on the attached entry list. The list has been "seeded" for Masters and Experts. Seeding is by overall position on last year's event or 1990/1991 championship position, whichever is lower. (*I wonder whether this will mean anything considering the surprising results from the Langer Park!*)

With recession and all, the number of entries have reached an *all time best of 124* (at the time of writing). Thank you for your support.

My request for a few personal details about yourselves brought almost a 100% response and these are summarised below. Similarly described occupations etc. have been combined into single categories.

OCCUPATION	No.	OCCUPATION	No.
Chartered Engineer/Engineer	16	GP	1
Computer Systems/Programming	13	HGV Driver	1
Civil Servant/Retired Civil Servant	10	Housewife	1
Student	9	Insurance Claim Clerk	1
Retired	5	International Transport	1
Bank/Asst Bank Manager/Banking	4	Lampshade Maker	1
BT Engineer/Manager	4	Meteorologist	1
Accountant/Bookkeeper	3	Navy Photographer	1
Architectural Asst/Technician	2	Plant Breeder	1
Director	2	Postman	1
IT Consultant/Trainer	2	Printer/Stationer	1
Unemployed	2	Prison Officer	1
Air Loadmaster	1	Project Management	1
Bartender	1	Scientist	1
Biochemist	1	Self Employed	1
Building Site Manager	1	Service Engineer	1
Business Analyst	1	Shoemaker	1
Cashier	1	Simulation Technologist	1
Chartered Quantity Surveyor	1	Soil Scientist	1
Chemical Analyst	1	Taxman	1
Clerk	1	Teacher	1
Electrician	1	Technical Advisor	1
Examiner/Home Tutor	1	Train Driver	1
Farmer	1	Trust Manager	1
Fencing Contractor	1	Works Manager	1

With Engineers and Computer folk topping the occupation list it confirmed my suspicion that this type of logical/exacting work was a good basis for TT Navigators. With many entries from CSMA, it was no surprise that working/retired civil servants also figured highly. It was good to attract a few students if only to keep the average age below 40! I was tempted to match the Soil Scientist with the Plant Breeder, and the Farmer with the meteorologist but ended up just giving all your names to the Taxman!

AGE	No.	AGE	No.	AGE	No.	AGE	No.	AGE	No.
19	1	30	3	41	3	52	1	63	1
20	2	31	6	42	4	53		64	
21	2	32	5	43	4	54		65	
22	1	33	5	44	2	55		66	1
23	6	34	2	45	3	56	1	67	1
24	3	35	3	46	1	57		68	1
25	3	36	2	47	3	58		69	1
26	2	37	5	48	1	59	1	70	
27	1	38	3	49	3	60		71	1
28	2	39	8	50	1	61	1	72	
29	3	40	2	51	2	62	2	73	1

How many sports or pastimes can boast an age range of 19 to 73? Initially I was surprised by the average age of 38, but on closer examination realised how many competitors were once, like me, regular road rally navigators in the mid 70's.

What diverse interests table-toppers have! As expected, mentions of Rallying and Motor Sport topped the Sports/Hobbies list, but few of you listed Table Tops as one of your pastimes! Most popular sports got a mention, but many admitted to just watching rather than participating. Probably an ideal weekend would be playing 18 holes of golf on a Saturday morning and thereby walking about 5 miles; having another go at the RR table top in the afternoon as a warm up to a road rally over Saturday night. Sleeping Sunday morning, doing a bit of DIY or gardening before lunch; watching a Grand Prix, Football or Cricket on the tele during the afternoon; then doing the Sunday Times crossword before having a doze while reading a good travel book!

SPORTS/HOBBIES	No.	SPORTS/HOBBIES	No.	SPORTS/HOBBIES	No.
Rallying (Road,Stage,Spectating)	32	Swimming	3	Decoy Duck Carving	1
Motor Sport	24	Tenpin Bowling	3	Embroidery	1
Table Tops	14	Working on Car	3	Food	1
Golf	12	All Sports	2	Growing Orchids	1
DIY/House Renovating	11	Armchair Sportsman	2	Handicrafts	1
Rambling/Hill Walking/Walking	10	Athletics	2	Historic Commercial Vehicles	1
Crosswords/Puzzles/Quizzes/Jigsaws	9	Bridge	2	Hockey	1
Books/Reading/Sci-Fi	9	Chess	2	Horse Racing	1
Cricket	8	Genealogy	2	Indoor Bowling	1
Football	8	Hill Climbing/Mountaineering	2	Juggling	1
Gardening	8	Keep Fit	2	Meccano	1
Travel	8	Model Railways	2	Meteorology	1
Badminton	7	Snooker	2	Morris Dancing	1
Running	7	Work	2	Motor Cycling	1
Squash	7	Amateur Dramatics	2	Mycology	1
Family/Child Rearing	6	Scouting	2	Painting	1
Computing	5	Stamp Collecting	2	Paying for Table Top Trophies	1
Orienteering	5	Wind Surfing	2	Playing Violin	1
Photography	5	American Football	1	Real Ale	1
Country Music/Music/Rock Music	4	Archery	1	Rugby	1
Cycling	4	Autograce Racing	1	Sailing	1
Fishing	4	Ballooning	1	Things that make me Laugh	1
Skiing	4	Board/Role Play Games	1	Video Recording	1
Autotests/PCTs/Trials	3	Caravanning	1	Visiting the Pub	1
Driving	3	CD Collecting	1	Visiting Horse Race Courses	1
Home Brewing	3	Classic Cars	1	Visiting National Trust Houses	1
Maps (Reading/Collecting)	3	Clay Pigeon Shooting	1	Wine	1
Swimming	3	Darts	1	Young Farmers	1

CAR	No.	CAR	No.	CAR	No.
Ford Escort/Orion	16	Toyota Corolla	2	Reliant Scimitar	1
Ford Sierra/Sapphire	8	VW Golf	2	Renault 30	1
Vauxhall Nova	6	VW Sirocco	2	Renault Clio	1
Vauxhall Astra	5	Alfa Romeo 33	1	Rover	1
Vauxhall Cavalier	5	Alfa Sprint	1	Rover 416	1
Land/range Rover	4	Bicycle	1	Rover 820	1
Austin Metro	3	BMW 2002	1	Seat Ibiza	1
Austin/MG Maestro	3	Citroen ZX	1	Skoda	1
Citroen BX	3	Fiat 128	1	Triumph Dolomite	1
BL Minis	3	Honda Aerodeck	1	Triumph Spitfire	1
Rover 213/4	3	Isuzu Trooper	1	Toyota Carina	1
Ford Fiesta	3	Marina Camper	1	Transit Van	1
Audi 80	2	Mazda RX7	1	Triumph Spitfire	1
Austin Montego	2	Mitsubishi Shogun	1	Vauxhall Carlton	1
Fiat Uno	2	Nissan Cherry Turbo	1	Vauxhall Chevette	1
Ford Capri	2	Opel Manta	1	VW Caravette	1
MG Midget	2	Peugeot 205	1	VW Jetta	1
Saab 900/9000	2	Peugeot 309	1	VW Polo	1
Talbot Sunbeam	2	Peugeot 405	1		

Good to see that "British" cars topped the charts with Ford way ahead of Vauxhall and Austin/Rover. The Escorts ranged from Mk Is, through Mexicos up to the latest models.

Previous RRTT Champions

	1	2	3
1987	Kevin Watkins	Ian Oakley	Jean Horton
1988	Malcolm Price	Rob Searby	Trevor Crowe
1989	Pete James	Martin Rae	Phillip Bird
1990	Martin Rae	Doug Heard	Phillip Bird
1991	Martin Rae	Malcolm Price	Dave Bell

Finally, I do hope you enjoy the RRTT over the next few weeks. I've certainly enjoyed putting it together during the last 6 months. 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.

"Brân"

FINAL INSTRUCTIONS

- Please read the NOTES section on the back of the Entry List. This may contain some last minute changes or information about your own entry.
- The route is to be plotted on O.S. Map 159 (Swansea & Gower) edition A__ _***.
- There are 24 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 is an optional 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, Orange, Yellow and White.
- Where a triangulation pillar or other symbol, letter or figure touches the road it will be regarded as being on the road.
- Spot heights are defined as being on the road where the actual 'spot' is on 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", *Ivydene, Ulting Road, Hatfield Peverel, Essex, CM3 2LU* (NOTE: This address is different to one in the regulations). 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 must arrive by post, no later than Wednesday, March 25th, 1992. If you leave it a bit late to rely on normal Royal Mail, post using a guaranteed system like recorded delivery or registered post.
- Novices should note that their maps will only be marked if their entry fee of £5 is enclosed!
- We encourage you to make comments regarding the event, good or bad, on the *reverse of the Entry List* (there will be an updated one sent with the results). We reserve the right to publish your comments in full, so please keep them clean.

ROUTE CARDS

Notes

There's nothing significant about the Route Cards on pages 9 and 10 being out of order - it's just that they fit the pages better that way!

There are no Black Spots.

678¹/₂ 218¹/₂ is not a crossroads, nor are 486³/₄ 159¹/₂, 429³/₄ 079¹/₂.

Tie Decider

As Pete/Phil were about to leave the Start, they realised that the engine of their car was decidedly sick. There was no way that they would be able to follow the whole route competitively. To win the National TT championship all they needed to do was actually finish the event. To do this they would need the help of their service crew (Geoff/Ray) who were waiting at TC9. They resolved that their best strategy was to head in a straight line from the Start to TC6. (Since they lived in Swansea they had knowledge of the unmarked track which made this possible). Despite their sick motor they knew that they could drive at a steady 60 kph all the way to TC6.

As they left the Start they radioed their service crew and informed them what they were doing. Immediately Geoff/Ray crew left TC9 heading on a straight line intercept course (they also knew of an appropriate unmarked track) which would ensure that they met Pete/Phil at the earliest opportunity. Maintaining a constant speed of 45.9 kph, Geoff/Ray in fact met up with Pete/Phil before they reached TC6.

They fixed the sick engine and Pete/Phil rejoined the rally at TC6. They completed the course, albeit with many penalties, and won the TT championship.

What was that map reference (8 digits please) where Pete/Phil met Geoff/Ray?

[This tie decider is not compulsory, but will be used to separate competitors with equal penalties. The closer the answer the better. The map reference can be calculated exactly using geometrical formulae and solving a quadratic equation. If the maths are beyond you, make an educated guess. Write your answer adjacent to TC6 on the map. The best answer (solution and workings) will win the Stages and Selectives award.]

1. Strange Origin (12)

Start @ 468 851NNW to TC1 @ NW486¹/₄ 919¹/₂.

Using the "other" kilometre origin, proceed via the following points:

065 023 ¹ / ₂	075 025	068 026 ¹ / ₂	064 044 ³ / ₄	074 042 ¹ / ₂	091 ¹ / ₂ 030 ¹ / ₂
100 ¹ / ₂ 047 ¹ / ₂	098 ¹ / ₂ 054	088 ¹ / ₂ 053 ¹ / ₂	058 ¹ / ₂ 061 ¹ / ₂	067 ¹ / ₂ 079 ¹ / ₂	035 ¹ / ₂ 071
033 ¹ / ₂ 084	046 098 ¹ / ₂	064 ¹ / ₂ 096 ¹ / ₂ .			

2. Swansea District (10)

TC1 @ 486¹/₄ 919¹/₂ESE to TC2 @ SW560 937 via

ECT CAN	DSR CNI	DWR CEN	DAI CEW	DST CSR
ECD RCC	ECD RCR	DWN.D RCW.D004	DAR RRR.D	DNR RRI
DNE RCI	DNA CWD	DDW CSS	DDD CAC.	

3. Offsets (13)

TC2 @ 560 937ENE to TC3 @ W618¹/₄ 904 via

Rhossili Information	+ 134	+ 068 ¹ / ₂
B4556/B4297	-035 ¹ / ₂	+ 817 ¹ / ₄
Llandyry +	+ SSW140 ¹ / ₄	+ 915 ³ / ₄
Ffos-Fach LC	+ 034 ¹ / ₄	-033 ¹ / ₂
Pantyyffynnon Station	-053 ³ / ₄	+ 831 ¹ / ₂
Camp Site at Hillend	+ 172 ¹ / ₄	+ 004
Lock to Docks	-091	-027 ¹ / ₄
Laugharne Camp Site	+ 280 ¹ / ₂	+ 781
Carreg Cennen Parking	-058 ¹ / ₂	+ 681 ³ / ₄
Northern Most Standing Stone	+ 185 ¹ / ₄	+ 625 ¹ / ₂
4°5' 51°50'	+ 064 ³ / ₄	+ 703
top of Banc y Llyn Mast	+ 026	+ 737 ¹ / ₄
B4433	-016 ¹ / ₄	+ 026 ¹ / ₄

4. CAPITAL City (26)

TC3 @ 618¹/₄ 904NNE to TC4 @ SSW640¹/₂ 969 via the following letters and numbers only (PCs) which cross or touch/break roads

6 B U B T H P H M S T C T P W N K H L M M H T G P M.

Careful map marking required on this section

5. Registration Numbers (11)

TC4 @ 640¹/₂ 969NNE to TC5 @ the Sample Reference.

Coincidentally, the registration numbers of some of the competing vehicles on this event were related to the references defining the route for this section.

645971E	E652978	653984N	656987E	670979W
ECD860D	C430GEF	EDB873M	BAB543A	GHA080X
GGF091T	CEC643K	BBD553S	F790ABH	EGA937M.

24W
6659805

686976N

6. Phone Home T.T. (10)

TC5 @ the Sample Reference to TC6 @ NNW625¹/₄ 137. Phone these numbers for orderly information:

Kirkconnel 250315	Newbury 074	Macclesfield 509075
Oban 110	Neath 11375	Omagh 132
Pembroke 75142	Manchester 65107	South Walsham 115
Manchester 5125	Northallerton 16175	Northwich 251685
Ramsey I.O.M. 251795	Newmarket 55176	

7. L & R (7)

TC6 @ 625¹/₄ 137ENE to TC7 @ SSE628¹/₂ 204¹/₂ via

LLLRRRRLLLRLLLL
LLRLRLRLRRLLL
LLRRLLLLLLRLLLLRL

8. Afon'y Thing Happened on the Way to TC8 (8)

TC7 @ 628¹/₂ 204¹/₂SW to TC8 @ ENE518³/₄ 240 via C T T T C D M M M D S S D D C.

9. Close Encounter (8)

TC8 @ 518³/₄ 240WSW to TC9 @ E437 241¹/₄ via the following Km squares only

fNTIM5-rLisa51GlnAAAltMnr7rPrITiTYFgPg0udlh

10. Run For Cover (8)

TC9 @ 437 241¹/₄WNW to TC10 @ SW520 160.

If Swansea is Map Reference 000 000, Manchester is 008 013 and Whitby is 014 020 go via:

991 ¹ / ₄ 042	001 ¹ / ₄ 042	015 018	997 ¹ / ₂ 030	011 003 ¹ / ₂
017 006 ¹ / ₄	009 ¹ / ₄ 006 ¹ / ₂	997 023 ¹ / ₂	999 ¹ / ₂ 035	014 ¹ / ₂ 013 ¹ / ₄
005 ¹ / ₂ 018 ¹ / ₄	002 ¹ / ₂ 033.			

11. As the Crow Flies, In and Out (12)

TC10 @ 520 160NE to TC11 SW577³/₄ 159.

To the nearest 0.1 Km pass through the following kilometre squares only.

1.0, 0.1, 1.0, 0.7, 0.3, 0.6, 0.8, 0.7, 0.4, 0.2, 0.3, 1.0, 0.6, 0.6, 1.1, 0.5, 1.0, 0.7, 0.9, 0.3, 0.6, 0.7, 1.1, 0.6, 0.4, 0.8, 0.3, 0.8, 1.1, 0.6, 1.2, 0.0, 0.7, 1.1, 1.1, 1.0, 0.8, 0.2, 0.0, 0.5, 0.4, 0.1, 0.3, 0.1, 0.1, 0.7, 0.6, 1.0, 0.9, 0.8, 0.0, 0.6.

12. Welsh Words (12)

TC11 @ 577³/₄ 159ENE to TC12 @ NW578¹/₄ 048³/₄ (on the crease).

Use, avoid or pass as close as possible to the following:

HWYLBREN	CHWAREL	TAFARN	EGLWYS
LLYTHYRDY	GRADDIANT	LLWYBR TROED	FFÔN
TAFARN	EGLWYS	LLYTHYRDY	PONT
YSGOL	PONT	LLYTHYRDY	YSGOL
GRADDIANT	PONT	YSBYTY	CARREG FILLTIR
CRONFA	LLWYBR CEFFYL	CEFNFFORDD	RHYD
CEFNFFORDD	LLYTHYRDY	EGLWYS	FFÔN
CEFNFFORDD	LLWYBR TROED	TAFARN	CEFNFFORDD.

13. Numbered Combinations (15)

TC12 @ 578¹/₄ 048³/₄SE (on the crease) to TC 13 @ SE549¹/₂ 991.

If ...BY = 3...OR = 10...YO = 15... then go via the following only

7, 14, 6, 11, 14, 7, 15, 10, 5, 1, 8, 20, 14, 7, 16, 18, 7, 15, 12, 19, 12, 19, 11, 16, 19, 10, 7, 14, 6, 12, 20, 14, 7, 14, 8, 20, 16, 18.

14. 100,000 Metre Diversion (12)

TC13 @ 549¹/₂ 991NW to TC14 @ SW530 010 via

EEWSNWSWSNWESSSNSSWWEWWEWSNSSWSNESSSNSSSNSS
SSNEWESSSNSSSNNESSSN (white roundabouts are out of bounds)

15. Partial Features (11)

TC14 @ 530 010 to TC15 @ E413³/₄ 028¹/₂.

Proceed by the following partial map references which refer to just three types of map features:

??7 ¹ / ₂ ??5 ¹ / ₂	??4 ¹ / ₄ ??5 ¹ / ₂	??5 ??5 ¹ / ₂	??1 ³ / ₄ ??4 ¹ / ₂	??9 ¹ / ₂ ??6
??1 ³ / ₄ ??9	??0 ??1 ¹ / ₄	??3 ¹ / ₂ ??1	??1 ??4 ¹ / ₄	??8 ¹ / ₂ ??2 ¹ / ₂
??4 ¹ / ₄ ??0	??7 ??3	??7 ³ / ₄ ??5	??4 ¹ / ₄ ??5 ¹ / ₂	??1 ¹ / ₂ ??8
??7 ¹ / ₄ ??6 ¹ / ₂	??4 ??6	??3 ³ / ₄ ??8 ¹ / ₂	??0 ³ / ₄ ??2 ¹ / ₄	??2 ??8
??0 ??7 ¹ / ₂	??7 ³ / ₄ ??0 ¹ / ₂	??7 ??8 ¹ / ₂	??7 ¹ / ₂ ??9	??4 ¹ / ₂ ??8 ¹ / ₂ .

16. Gaps in the Forest (8)

TC15 @ 413³/₄ 028¹/₂SSE to TC 16 @ WNW414¹/₂ 035¹/₂.

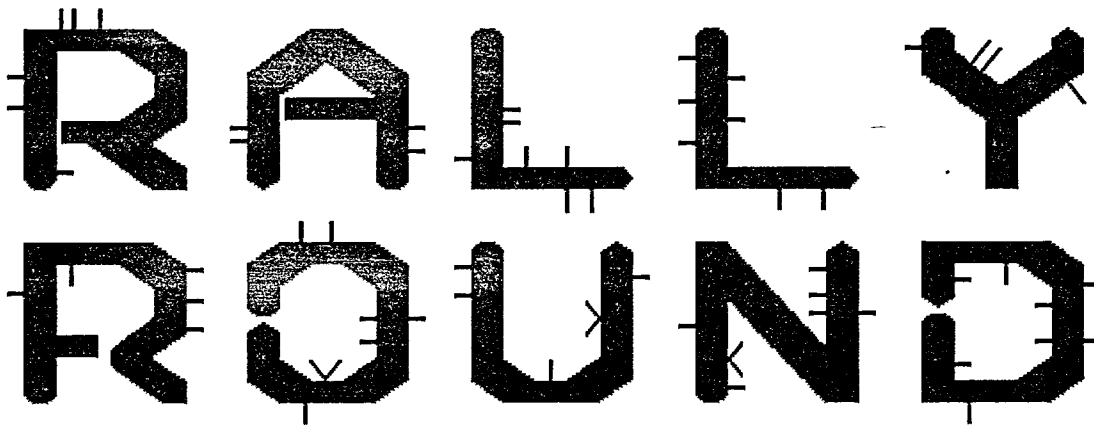
Proceed via the following roads:

24, 0, 4, 13, 3, 3, 4, 34, 12, 87, 16, 8, 4, 24, 6, 12, 5, 11, 1, 8, 10, 11, 10, 4, 4, 13, 14, 2, 4, 4, 5, 0, 1, 0.

17. heRRingbone (15)

TC16 @ 414¹/₂ 035¹/₂N to TC17 @ SSE520³/₄ 117.

The directions at the crossroads are incorrect.



18. Double Plot (6)

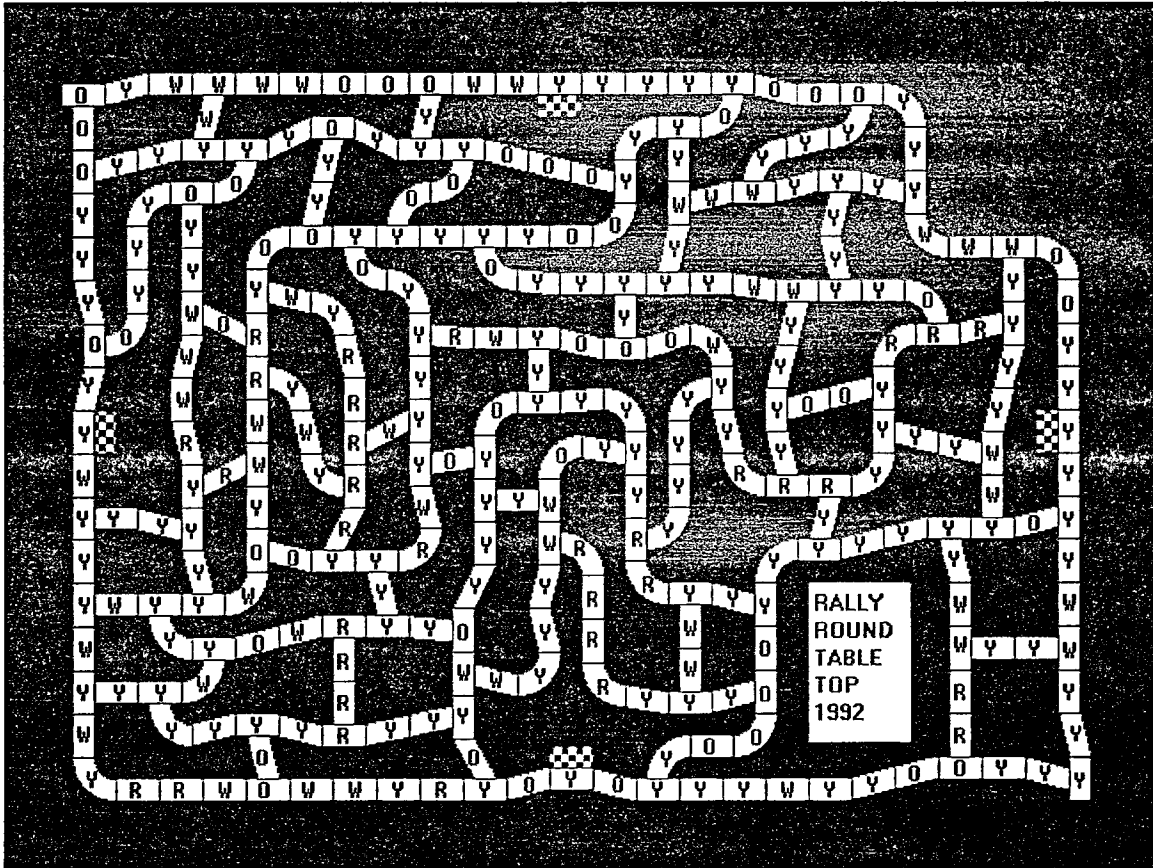
TC17 @ 520³/₄ 117WNW to TC18 @ E506149 via the following

567964	579001	407168	602248	506230	639969
464906	506884	497146	669020	632948	449137
638244	506200	525072	691931	458922	505060
626878	688978	606070	578135	595908	693130
505240	505090	558049	506130	491186	623024
606150	404020	651128	445006	526121	662109
314231	544243	292203	622034	379094	623005
303212	305110	587017	306226	617953	595044

19. Board Um! (14)

TC18 @ 506149W to TC19 @ WSW464³/₄ 127.

This is a Black & White graphic of the board in the Rally Round game. Your objective is to start at one of the chequered squares, trace a route, and finish at a different chequered square.



22. Number Search (10)

TC21 @ 407 201NNW to TC22 @ SW399 197¹/₂.

2	3	6	6	2	5	2	2	3	1	5
3	4	0	7	2	0	3	3	6	6	1
7	5	5	9	5	1	2	6	5	3	2
6	9	4	9	4	0	2	4	2	0	9
2	7	1	2	4	7	3	2	2	1	2
2	4	1	4	5	2	2	2	2	1	3
2	4	2	2	2	1	3	0	5	3	5
1	3	5	1	0	1	2	7	1	4	2
5	5	5	2	0	4	3	5	8	3	1
9	3	0	9	1	5	2	6	8	4	2
2	5	1	8	2	5	2	1	7	6	3

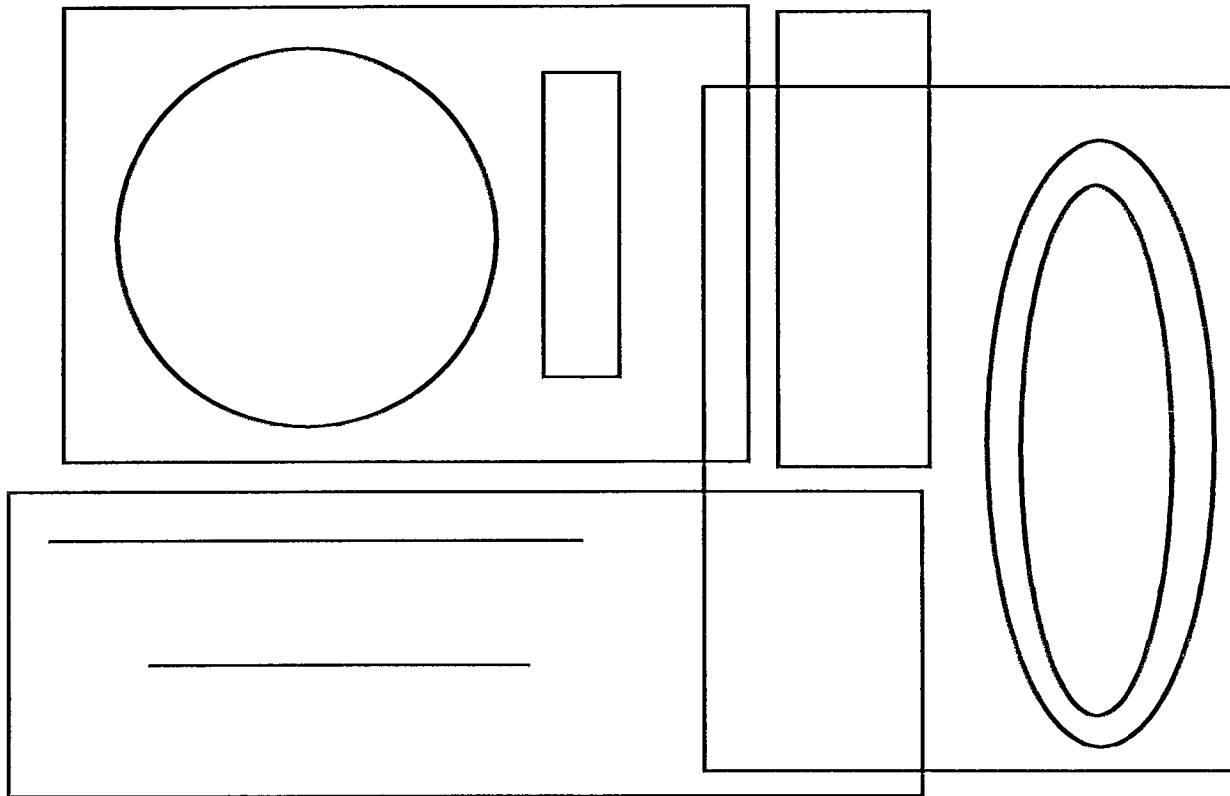
Eliminate the following *Full Map References* to find your way.

- 164 (3620)
- 167 (4122)
- 69 (5117)
- 69 (3717)
- 145 (3722)
- 105 (3515)
- MP (4110)
- 194 (3623)
- 154 (4890).

Multiple eliminations are allowed.

20. Metrically Dimensionally Representative Elevations (5)

TC19 @ 464³/₄ 127NNW to TC20 @ SE373¹/₂ 075 via only the following (not in order)



21. Legendary Numbers (10)

TC20 @ 373¹/₂ 075WNW to TC21 @ SSE407 201 via the following unpunctuated map references

Revised + 1843 Selected revision 2-1895, 38 Sample Contour 82, NE mils + 1200 Main road-397, ETL Pylons 900 Spot height-60, OSGB*2-29 Edition, 3 Highest rock contour + 2103, 3 Series M-511, SW mils + 5 Narrow A road + 251, 4 Sample Northing + 2116, Secondary road-245 NW mils + 1, Motorway 15 Sheet Number-1, Lowest rock contour/15 + 10 Confirmation order-1791, Trunk road 519 Coniferous wood trees.

23. Inter-CiTTy (7)

TC22 @ 399 197¹/₂ S to TC23 @ NNE297³/₄ 157.

West of GL 40, cross the Carmarthen to Haverfordwest Railway at every opportunity.

24. Too Hot to Handle? (10)

TC23 @ 297³/₄ 157SSW to the Finish TC24 @ NE367¹/₂ 134.

Proceed via the following points:

116.6	41	64.4	93.2	235.4	183.2	271.4	177.8	188.6	53.6,
116.6	217.4	149	237.2	147.2	255.2	285.8	264.2	221	53.6.

WEST ESSEX CAR CLUB LIMITED

RALLY ROUND

National Table Top Rally

February/March 1992

Final Entry List

Masters

M1	Martin Rea	-	1	1	1
M2*	Dave Bell	SCCON	3	2	41
M3	Malcolm Price	-	2	4	7
M4	Colin Hensman	-	7	3	12
M5	Philip Bird	Cheltenham MC	4	7	4
M6	Pete James	Cheltenham MC	5	6	2
M7*	Geoff White	ECMC	6	27	9
M8	Mick Goddard	CSMA	8	10	43
M9	J Perthen	RECC	20	8	18
M10	Roger Lintott	-	10	9	3
M11	David Cherrill	-	9	11	38
M12	Howard R Simpson	CSMA	11	37	-
M13*	Mrs Bridget Lewis	Oxford MC	12	15	-
M14	Don Clarke	CSMA	18	12	23
M15	Keith Norman	Oxford MC	14	13	20
M16	Dr Gillian Goodlass	-	-	14	15
M17	Doug Heard	Tynemouth DMC	16	5	-
M18*	Richard Strawson	WECC	17	48	-
M19	Andrew Crocombe	-	28	22	33
M20	John Boothe	Craven MC	-	25	-
M21	Dave Collins	Devizes	-	28	19
M22	Phil Upton	-	-	31	-
M23	E M (Mick) Lowe	Matlock MC	32	34	42
M24*	Peter R Lear	Hants & Berks	34	41	57
M25*	Bob Muttram	Dolphin MC	47	52	-
M26*	Mick Wicks	South Hams	54	43	-
M27	Pete Smith	-	-	-	46
M28	Jonathon Ellis	-	-	-	-
M29	Paul Collins	ECMC	-	11	-
M30	Richard Rowland	-	-	-	-
M31	Simon Marks	Oxford MC	-	22	-
M32	Andrew Turnbull	Otley MC	49	32	-
M33	Trevor Crowe	-	19	31	-
M34*	Peter Harbord	CSMA	-	29	8
M35*	Tim Hare	Bedford CC	-	-	-
M36	Anthony Cartmell	Ricardo	-	53	13
M37	J M Foster	Northallerton AC	-	-	-
M38*	Kevin Watkins	Forest of Dean MC	36	20	6

Experts

E1	Sylvia Huckle	-	13	24	40
E2	Peter Claughton	-	15	21	-
E3	D Alan Ogden	061 MC	30	19	39
E4	Henry Carr	Ilkley & DMC	21	38	74
E5	'Prar' Rennie	Windsor CC	24	26	63
E6	Robin Hernaman	WECC	25	26	-
E7	Alan Livesey	Marden	27	35	16
E8	John H Watson	-	29	44	66
E9	John Allcorn	CSMA	-	36	28
E10	Simon Hawes	Guildford	37	-	-
E11	Dave Bleakley	CSMA	38	45	-
E12	John Shelley	CSMA (NEL)	41	-	68
E13	Carol Moulton	CSMA	42	47	62
E14	Jeff P Kitts	-	-	42	61
E15	Peter Wild	Southsea MC	43	-	67
E16	Colin Jeffs	-	44	59	81
E17	M F Barrett	Herts County	45	27	-
E18	Liz Thompson	-	46	46	-
E19	Robert J Girvan	CSMA	59	48	70
E20	Maurice Pinner	ECMC	48	-	23
E21	G R Nunn	-	-	50	29
E22	Thomas A Moore	CSMA	51	58	64
E23	John Beadle	Essex Land Rover	52	62	75
E24	David Keetley	CSMA	-	54	-
E25	Sean C Austin	-	56	56	78
E26	Stephen John Curtis	CSMA	57	66	73
E27*	Patrick Gosden	-	60	68	-
E28	David Leavy	WECC	61	64	-
E29	Ian Begley	CSMA	-	61	34
E30	Stephen R Reed	BMRMC	63	-	-
E31	Bob Dennison	CSMA	-	63	35
E32	Ernest R Turnbull	-	64	67	83
E33	W G Short	-	-	65	21
E34*	Tim Vassie	Nat West MC	-	-	-

E35*	Tim Kent-Phillips	-	-	-	-
E36	Judyth Elliot	Alwoodley	-	-	-
E37	Norman Nicolson	CSMA	-	-	51
E38	Ron Babbs	CSMA	-	-	80
E39	George H Ware	Eastwood & District	-	-	-
E40	Mrs Christine White	-	-	-	59
E41	Ewan Hopes	Cheltenham MC	-	-	-
E42	Philip Senior	Morecombe	-	-	-
E43	Ken Larking	WECC	-	-	44
E44	Jennie Gilmour	CSMA (Farnbro')	-	-	-
E45	Jean Tyson	White Horse	-	-	69
E46	Paul Broadbent	Hartlepool & DMC	-	-	-
E47	Eileen Broadbent	-	-	-	-
E48	Peter R Compton	-	-	-	-
E49	Andy Williams	CSMA	-	-	58
E50	Keith Mahood	West Lancs MC	-	-	77
E51	Mrs M E Fielding	-	-	-	14
E52	Rob Hick	Devizes	-	-	-
E53	Barry Elliott	Bury AC	-	-	79
E54	E Manktelow	CSMA (NWL)	-	-	45
E55	P G James	North Oxon	-	-	-
E56	Chris Jackson	-	-	-	65
E57	Brian Stott	061 MC	-	-	10
E58	D Arkle	CSMA	-	-	47
E59	Doug Kingsley	Basingstoke	-	-	50
E60	Alison Jennings	Otley MC	-	-	60
E61	Vince Gallo	-	-	-	-

Semi-Experts

SE1	Tony K Ransom	CSMA (West Middx)	-	-	-
SE2	Robert Watson	Dolphin MC	-	-	72
SE3	Noel Murphy	Ecurie Royal Oak MC	-	-	-
SE4	Douglas Warwick	CSMA	-	-	-
SE5	David McKinlay	Jersey MC & LCC	-	-	-
SE6	Tony Hesp	-	-	-	54
SE7	Ben Jefferis	Taunton MC	-	-	82
SE8	Jonathon Jennings	Ricardo MC	-	-	-
SE9	Simon Howe	ECMC	-	-	-
SE10	M J Williams	Barclays Bank MC	-	-	-
SE11	Noel Wright	-	-	-	71
SE12	Iain Tebbutt	OUMDC	-	-	36
SE13	Carl Barry	-	-	-	-
SE14	Ian Graham	Nat West MC	-	-	-
SE15	Michael Devenport	-	-	-	-
SE16	Paul Stanley	Wessex MC	-	-	84
SE17	D M Jackson	-	-	-	53
SE18	D M Bradbury	CSMA	-	-	49
SE19	Andy Lucas	-	-	-	-
SE20	Ian J Houghton	Leeds Uni MC	-	-	25
SE21	Anthony Walker	Oxford MC	-	-	55
SE22	Malcolm Heymer	WECC	-	-	17
SE23	Jill Wright	Otley MC	-	-	-
SE24	Andy Westerman	Otley MC	-	-	30

Novices

N1	Chris Thomas	Ammanford MC	-	-	-
N2	R Moulton	-	-	-	76
N3	Andy Collier	-	-	-	-
N4	Ken Sims	Cosmo	-	-	-
N5	John Linkletter	Leeds Univ. UMC	-	-	-
N6	Miss S M Gordon	-	-	-	-
N7	Graham S Boddington	-	-	-	-
N8	James Monaghan	Dolphin MC	-	-	-
N9	Christopher Hatch	Wessex MC	-	-	-
N10	Jayne Parsey	-	-	-	-
N11	Paul James	Wessex MC	-	-	-
N12	Brian Taylor	-	-	-	-
N13	Lorraine Slim	Otley MC	-	-	56
N14	T J Smallwood	Post Office AC	-	-	-
N15	Clive Deacon	-	-	-	-

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

Rally Round National Table Top 1992 Headlines

April 6th, 1992

Dear Rally Rounder,

Herewith the results in record time again together with the 1991/92 Championship positions.

The 1992 Rally Round TT ended with a single clean sheet. For me this is a most satisfying conclusion after getting so close to achieving this position in the last two years. Interestingly, the penalties down to about 60th place were fairly evenly spread at about one mark per position.

I was beginning to wonder if the only way that Martin Rea could be beaten on the RRTT was if I'd entered it myself. Had I done so this year I would have only come second, since Martin (and a few others) found two slightly shorter routes in comparison to the original master map.

Your enclosed comments speak for themselves about how much you enjoyed the event. This was further emphasised by the majority writing "First Class" on their envelopes!

As usual I have swamped you with statistics and information about the event. We had a record 138 entries this year with the same return rate, 61%, as last year; so 84 competitors figure in the results.

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 longer 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.

I was surprised how many enjoyed doing the tie decider. As you will see in the results this was used a few times to decide some of the top positions.

Congratulations to all the award winners and particularly to MARTIN REA who has won the RRTT for the third year running and who is also the 1991/2 National Champion. Trophies for award winners will follow in a few days time.

Looking forward to your entries next year.

"Crow"

P.S.

With these results I can give my eyes and brain a rest and get back to punishing my legs for the London Marathon on Sunday. So many of you kindly enclosed yellow sponsorship forms and money with your map. Thanks to your contributions I'm well on target to reach £5000. Watch for number 30764 on the tele. I'll let you know how I got on later.

AWARD WINNERS

1st Overall	M1	Martin Rea	0
2nd Overall	M6	Pete James	3
3rd Overall	M10	Roger Lintott	3
4th Overall	M5	Philip Bird	6
5th Overall	M38	Kevin Watkins	6
6th Overall	M17	Doug Heard	6
7th Overall	M9	Malcolm Price	9
8th Overall	M34	Peter Harbord	9
9th Overall	M7	Geoff White	9
10th Overall	E57	Brian Stott	10
11th Overall	M29	Paul Collins	11
12th Overall	M4	Colin Hensman	12
13th Overall	M36	Anthony Cartmell	13
14th Overall	E51	Mrs M E Fielding	13
15th Overall	M16	Dr Gillian Goodlass	13
1st Expert	E7	Alan Livesey	14
2nd Expert	E33	W G Short	17
3rd Expert	E20	Maurice Pinner	20
1st Semi-Expert	SE22	Malcolm Heymer	16
1st Novice	N13	Lorraine Slim	54
"Fastest" Award	E1	Sylvia Huckle	
Best WECC	E6	Robin Hernaman	27
Best CSMA	M14	Don Clarke	21
Best Club Team		Eastern Counties	40
		(Geoff White, Paul Collins, Maurice Pinner)	

OVERALL POSITIONS

1	Martin Rea	0
2	Pete James	3
3	Roger Lintott	3
4	Philip Bird	6
5	Kevin Watkins	6
6	Doug Heard	6
7	Malcolm Price	9
8	Peter Harbord	9
9	Geoff White	9
10	Brian Stott	10
11	Paul Collins	11
12	Colin Hensman	12
13	Anthony Cartmell	13
14	Mrs M E Fielding	13
15	Dr Gillian Goodlass	13
16	Alan Livesey	14
17	Malcolm Heymer	16
18	J Perthen	16
19	Dave Collins	16
20	Keith Norman	16
21	W G Short	17
22	Simon Marks	18
23	Maurice Pinner	20
24	Don Clarke	21
25	Jan J Houghton	23
26	Robin Hernaman	27
27	M F Barrett	28
28	John Allcorn	28
29	G R Nunn	28
30	Andy Westerman	29
31	Trevor Crowe	29
32	Andrew Turnbull	29
33	Andrew Crocombe	33
34	Ian Begley	34
35	Bob Dennison	36
36	Iain Tebbutt	36
37	Howard R Simpson	38
38	David Cherrill	38
39	D Alan Ogden	39
40	Sylvia Huckle	39
41	Dave Bell	39
42	E M (Mick) Lowe	39
43	Mick Goddard	42
44	Ken Larking	43
45	E Manktelow	44
46	Pete Smith	44

OVERALL POSITIONS

47	D Arkle	44
48	Richard Strawson	45
49	D M Bradbury	45
50	Doug Kingsley	46
51	Norman Nicolson	46
52	Bob Muttram	47
53	D M Jackson	47
54	Tony Hesp	53
55	Anthony Walker	53
56	Lorraine Slim	54
57	Peter R Lear	55
58	Andy Williams	56
59	Mrs Christine White	58
60	Alison Jennings	58
61	Jeff P Kitts	64
62	Carol Moulton	65
63	'Prar' Rennie	68
64	Thomas A Moore	71
65	Chris Jackson	75
66	John H Watson	77
67	Peter Wild	80
68	John Shelley	81
69	Jean Tyson	87
70	Robert J Girvan	91
71	Noel Wright	106
72	Robert Watson	117
73	Stephen John Curtis	117
74	Henry Carr	119
75	John Beadle	124
76	R Moulton	126
77	Keith Mahood	138
78	Sean C Austin	144
79	Barry Elliott	159
80	Ron Babbs	165
81	Colin Jeffs	173
82	Ben Jefferis	176
83	Ernest R Turnbull	181
84	Paul Stanley	208

Rally Round National Table Top 1992 Detailed Results

No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.	
M1																									60591019	0	1	1	M1	
M2				12	8				1					12						2				4		-	39	24	41	M2
M3					9																				60591019	9	7	7	M3	
M4					8					1	1		1									1			60421020	12	11	12	M4	
M5					1	2				1			1											1	60591019	6	4	4	M5	
M6										1			1				1								60591019	3	2	2	M6	
M7			2							1			1									1		4	-	9	9	9	M7	
M8				6	1					1			13	11									2	8	60591019	42	26	43	M8	
M9	1	2	1	3	1				1	1			1	1	1		1					1		1	60591019	16	14	18	M9	
M10					2								1												-	3	3	3	M10	
M11	1	1	2		9	1		2		3		2		12			2		1					1	60591019	38	23	38	M11	
M12	1			11	11	2				1			1					1	3	1				6	60591019	38	22	37	M12	
M14		2	1		8				1		1		1	1								2	1	3	60491009	21	18	24	M14	
M15					10					1	1	1												3	60931079	16	15	20	M15	
M16					11					1												1			60891029	13	13	15	M16	
M17						1				1			3									1			57690588	6	6	6	M17	
M18				1	10					3		2						5	12	3	1	3	5	-	45	28	48	M18		
M19		2			11	1				1			1			3				2		1	8	3	60601030	33	21	33	M19	
M21				2	10																	1		3	60551055	16	16	19	M21	
M23	1			8	11	2		2	1		1	1	1	11											-	39	25	42	M23	
M24		2	1	6	11	1			2	8		2	15	2			1				2		2		60851105	55	30	57	M24	
M25	1	1	1	4	10	1				1			12	10	1							2		3	60551015	47	29	52	M25	
M27					11		2		3			2	15											8	-	44	27	46	M27	
M29				2	5	1			1	1												1			60591019	11	10	11	M29	
M31			1	1	7								5		1							2		1	-	18	17	22	M31	
M32					5		2			1		1							14	5	1				-	29	20	32	M32	
M33		2			9	1				3			13									1			61101110	29	19	31	M33	
M34					5	1				1	1											1			60811048	9	8	8	M34	
M36			1		6	1				1			1			1						1		1	60591019	13	12	13	M36	
M38		3			1							2													60591017	6	5	5	M38	

No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.	
SE2		2	4	6	11		5			4		11	14		1	4	15		12	4	10	8	5	1	-	117	10	72	SE2	
SE6			1		9		4		1	7	1	3	14		1		1	3				1	7		61251095	53	7	54	SE6	
SE7	1			26	11	10	7		2	8		12	15	12	2	8	11			13	5	7	10	6	10	-	176	11	82	SE7
SE11	12	2	2	1	11		7		3			2	15	12		1	2	6	14	5	1	10			60521021	106	9	71	SE11	
SE12				9	3							3	1	5	2		1	1	3		4	1	3		56140895	36	4	36	SE12	
SE16		2		9	11	10	7	8	6	8	12	12	15	12	11	8	15	6	14	5	10	10	7	10	61781235	208	12	84	SE16	
SE17		1		1	11	1	1	2		1		2	15			1					3	1	7		-	47	6	53	SE17	
SE18				1	11					6			15					6						6		-	45	5	49	SE18
SE20				1	2	1					1	1	13									2		2	60470990	23	2	25	SE20	
SE21			1	7	11	2		1					14	12	1	2							2		58000555	53	8	55	SE21	
SE22			1		4	2	1		2			1	1									1		3	60591019	16	1	17	SE22	
SE24				2	10							1				1	7				5	2	1		60591017	29	3	30	SE24	

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No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.	
E1			1	4	6	2				1		3	15		1		1				1	1	2	1	60591019	39	13	40	E1	
E3				11	3					3		5	14	2												-	38	12	39	E3
E4				15	11		7		6	3		12	15	12						14	5		6	3	10	-	119	33	74	E4
E5				1	11			1		3		1	14	12	4					12	2	1		6	60591019	68	24	63	E5	
E6				2	9		2	1	2	1		2	2	1	1	1	1			2					57450447	27	6	26	E6	
E7		3		1	2					1			1			1	1			1			2		60591018	14	3	16	E7	
E8		2	1	7	11		2		1				15	12	1					7	5	1		2	10	-	77	27	66	E8
E9				3							1	2	13					3	5			1			60581018	28	8	28	E9	
E12				1	7					8		3	15	12	1	8		6	13	4	2			1	60220955	81	29	68	E12	
E13	4	2		1	9		1	1		1	10	1	14		1	1	2		9	4	2		1	1	59900880	65	23	62	E13	
E14		2	2	6	11			1				1		12	1	1	1		14	5	4	1	1		-	64	22	61	E14	
E15		2		10	11		1	3		1	1		12	1	12	1			11			1	10	3	-	80	28	67	E15	
E16		2	13	1	11	10	7	8	6	8		12	15	12	1		6	6	14	5	10	10	6	10	-	173	39	81	E16	
E17	2	2		2	11			1	3	1									1	1	1		3		60591019	28	7	27	E17	
E19	2	2	2	11	11	2	1			8	1	5	15	2	2			1	12	4	2	3	4	1	-	91	31	70	E19	
E20		2	1	4	4	1				1			1								1		5		60651020	20	5	23	E20	
E21				7						1	1		1	9						5		1	1	2	60601020	28	9	29	E21	
E22				4	11	1		1	2	1		2	15	12		1			5	4	1	6	5		-	71	25	64	E22	
E23		2		1	11		7		6	1	12	2	15	1	2	8	15	6	14		1	10		10	-	124	34	75	E23	
E25	12			2	11				1	8	12	12	15	12		8	15		14	5	2	1	4	10	-	144	36	78	E25	
E26		3	1	6	11				2	4		6	15	12	2	3	15	6	14	5	2		3	7	-	117	32	73	E26	
E29				11	3	1		1	1			1	1	2	1		1		7		1		2	1	-	34	10	34	E29	
E31	1	2	1	8	9	1			2		2	2	1	1			1			2	2		1		60501410	36	11	35	E31	
E32	12	2	13	3	11	10	7	8	2	8	1	1	15	12	2	8	15		14	5	7	10	5	10	-	181	40	83	E32	
E33					11	2		1		1											1	1			-	17	4	21	E33	
E37	1	2	2	3	11	2		1	1			1		12			2		5		1	1		1	-	46	18	51	E37	
E38	12	2		12	11		1	1	6	8	12	7	15	12	5	6	13	6	14	5	3	10	3	1	-	165	38	80	E38	
E40	2	3	1	14	10	1				1		2	2	1	1		3	4	3		1	8		1	60591019	58	20	59	E40	
E43		1	1	4	11	2	1	1	1	1			15		1		1				1	1		1	-	43	14	44	E43	
E45		2		4	11		7			1			15	12	1		1	6	14	3	6		4		-	87	30	69	E45	
E49		2			11					1		1	15						14	3	2	7			-	56	19	58	E49	
E50	12	3	1	19	10		5	1	1	7		3	14	11		7	1	4	13	4	4	8	2	8	-	138	35	77	E50	
E51				1	1			1		1			1							2		1	1	4	60491015	13	2	14	E51	
E53	11	3	1	8	10	1	7		1	8	1	9	15	12	2	8	15	6	14	5	4	5	3	10	-	159	37	79	E53	
E54			1		8	1	3	1				2	15	1		1					1		3	7	60711018	44	15	45	E54	
E56		2	2	6	10					1		12	15	3						4	4	10	6		-	75	26	65	E56	
E57				1	2					1			2		1						3				58801150	10	1	10	E57	
E58		2	1	7	11				1	1		1	15								2		3		-	44	16	47	E58	
E59				12	7		1			4		1		9						2	1			9	60651020	46	17	50	E59	
E60		2		2	4			2	2		1	4	15	12			2		5	1	1		5		50641027	58	21	60	E60	

No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.
N2	12	2	4	3	11		7	1	6	1		6	15	12	2	1	15		14		2	10	1	1	-	126	2	76	N2
N13		1	1	1	11			1	1	1			1	1	1	8			14	5	3		5		-	54	1	56	N13

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Route Card Solutions

1. Strange Origin

The "other" kilometre origin was at $399\frac{1}{2}$ $833\frac{1}{2}$ i.e. the beginning of the scale at the bottom of the map. Adding this reference to the given points gave the following references to visit:

$464\frac{1}{2}$ 857, $474\frac{1}{2}$ $858\frac{1}{2}$, $467\frac{1}{2}$ 860, $463\frac{1}{2}$ $878\frac{1}{4}$, $473\frac{1}{2}$ 876, 491 864, 500 881, 498 $887\frac{1}{2}$, 488 887, 458 895, 467 913, 435 $904\frac{1}{2}$, 433 $917\frac{1}{2}$, $445\frac{1}{2}$ 932, 464 930.

2. Swansea District

The map references were coded from SWANSEA DISTRICT using each letter only once as follows:

S=0, W=1, A=2, N=3, E=4, 5=D, I=6, T=7, R=8, C=9.

The references to pass through were thus:

497 923, 508 936, 518 943, 526 941, 507 908, 495 899, 495 898, 513.5 891.5SSE, 528 888.5, 538 886, 534 896, 532 915, 551 900, 555 929.

A few failed to decode the departure in the eighth reference and missed PCs 2F/2G.

3. Offsets

The reference points were:

Rhossili Information Point (414 $880\frac{1}{2}$)	B4556/B4297 Intersection ($584\frac{3}{4}$ 137)
Llandyry Church ($433\frac{1}{2}$ 050)	Ffos-Fach Level Crossing ($554\frac{3}{4}$ $992\frac{1}{2}$)
Pantyyfynnon Station ($622\frac{3}{4}$ $107\frac{1}{2}$)	Camp Site at Hillend ($414\frac{1}{2}$ $909\frac{1}{2}$)
Lock to Docks (669 922)	Laugharne Camp Site ($304\frac{1}{2}$ 110)
Carreg Cennen Parking (666 193)	Northern Most Standing Stone ($428\frac{3}{4}$ $247\frac{3}{4}$)
$4^{\circ}05' 51^{\circ}50'$ ($564\frac{3}{4}$ 171)	top of Banc y Llyn Mast (577 $154\frac{3}{4}$)
B4433 ($624\frac{1}{4}$ $876\frac{3}{4}$).	

The quoted Eastings and Northings to be added/subtracted to these points then gave the following references to visit: 548 949, $549\frac{1}{4}$ $954\frac{1}{4}$, SSW $573\frac{3}{4}$ $965\frac{3}{4}$, 589 959, 569 939, $586\frac{3}{4}$ $913\frac{1}{2}$, 578 $894\frac{3}{4}$, 585 891, $607\frac{1}{2}$ $874\frac{3}{4}$, 614 $873\frac{1}{4}$, $629\frac{1}{2}$ 874, 603 892, 608 903.

Marking PC3H was tricky. I eventually allowed three quite different equidistant routes through it!

4. CAPITAL City

The number/CAPITAL letters you had to visit were in the following squares 6B(6191), UB(6392), THPH(6492), M(6592), ST(6693), CTP(6793), W(6896), NK(6794), H(6594), L(6595), M(6495), M(6494), H(6493), T(6394), G(6395), PM(6396). A difficult section

to mark because of several equidistant routes. My main concern was that you visited only the (upper case) clues quoted. Some PCs therefore did not require approaches and/or departures. The monument in 6593 was marginally on the only route so I allowed it and the intended M of HM Prison.

5. Registration Numbers?

The registration numbers converted to map references with approaches and departures by changing Easting and Northing letters to numbers, then incrementing/decrementing each digit or letter by a fixed amount. This section defeated more competitors than any other. The resultant via map references were:

645 971E(+1), E652 978(+2), 653 984N(-1), 656 987E(+4), 670 979W(-1), 665 980S(+1), 686 976N(+3), 668 997W(+4), E689 017(-1), 682 048N(+1).

6. Phone Home T.T.

Look up the STD codes of the places and form multiple digit map references which all plotted at telephones:

(0659)25 0315, (0635) 074, (0625)5 09075, (0631) 110, (0639) 11375, (0662) 132, (0646)75 142, (061)65 107, (060549) 115, (061)5 125, (0609) 16175, (0606)25 1685, (0624)25 1795, (0638)55 176.

There were several acceptable routes from PC6D to PC6E. PC6I had two possible approaches since some of you thought I was trying to be extraordinarily sneaky by assuming the telephone could only be reached by the Southern loop.

7. L & R

Left and Right turns were interspersed with gradients, which appear on the map as equal length Ls. The correct sequence to follow was

L > > R R R R L L > R L > L L L > L* > R > R > R > > R R > > > L R R >
L > L* L R > L L > R R >

(* these were a bit naughty since they ignored no through roads)

8. Afon'y Thing Happened on the Way to TC8

The letters referred to the names of rivers (Afon on the map). You had to cross these in the order Cennen(6119), Tywi(5821), Tywi(5520), Tywi(4920), Cothi(5021), Dulas(5521), Myddyfi(5922), Myddyfi(5923), Myddfi(5923), Myddyfi(5923), Dulas(5623), Sannan(5524), Sannan(5523), Dulas(5623), Dulas(5522), Cothi(5324).

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Route Card Solutions

There were two possibilities for PC8B depending upon your opinion about the continuity of the white through the Gelli-Aur country park.

9. Close Encounters

The characters were those which were whole and nearest to the point of entry in each kilometre square entered. The route from n.....T was viewed as ambiguous so PCs 9F and 9G were scrubbed. The kilometre squares were f(5023), N(5123), T(5122), l(5022), M(5023), 5(5022), -(4922), r(4923), L(4922), i(4822), s(4823), a(4824), 5(4724), 1(4624), G(4623), i(4622), n(4621), A(4721), A(4722), A(4721), i(4621), t(4521), M(4421),, i(4222), T(4322), y(4422), F(4522), g(4523), P(4623), g(4523), 0(4524), u(4424), d(4423), i(4323), h(4324).

10. Run For Cover

The references were based upon an origin of 000 000 at Swansea in the index to the Landranger Series on the map cover. Plotting these references gave a map number which had to be used as a spot height in plotting your route. To get PC10A you had to turn right after leaving TC9 to avoid unused spot height 109.

The SHs (map numbers) were 23, 27, 101, 63, 151, 142, 139, 82, 51, 112, 97, 58.

11. As the Crow Flies, In and Out

The numbers were kilometre distances in a straight line between entering and leaving successive kilometre squares. Your route should have gone via 5216, 5217, 5117, 5118, 5018, 5118, 5119, 5219, 5218, 5219, 5319, 5318, 5317, 5217, 5317, 5417, 5416, 5415, 5315, 5316, 5216, 5215, 5315, 5415, 5414, 5514, 5515, 5615, 5616, 5617, 5517, 5418, 5518, 5618, 5718, 5818, 5819, 5918, 5919, 5918, 6018, 5918, 6018, 5918, 5917, 5817, 5717, 5716, 5616, 5716, 5715. Accurate measurement was required to ensure you visited PC11A.

12. Welsh Words

Of course the words were Welsh. Translating them described the required route as follows:

Mast(HWYLBREN), Quarry(CHWAREL), PH(TAFARN), +(EGLWYS), P(LLYTHYRDY), >(GRADDIANT), Footpath(LLWYBR TROED), Telephone(FFÔN), PH, +, P,][(PONT), School(YSGOL),][(avoid), P, School, >,][, MS(CARREG FILLTIR), Reservoir(CRONFA), Bridleway(LLWYBR CEFFYL), Trunk road(CEFNFFORDD), Ford(RHYD), Trunk Road, P, Telephone, Trunk road, Footpath, PH, Trunk road. There was no approach for PC12B because the white was a debatable

possibility. There were two possibilities for PC12F since the short cut white at 531 132 was also possible.

I always put in one route card which requires some external information and nearly all sought the help of Welsh friends or local libraries.

13. Numbered Combinations

You needed to rank all combinations of change in road colours as follows:

BR(Blue->Red)=1, BO(Blue->Orange)=2, BY3, BW4, RB(Red->Blue)=5, RO6, RY7, RW8, OB9, OR10, OY11, OW12, YB13, YR14, YO15, YW16, WB17, WR18, WO19, WY(White->Yellow)=20. Then plot a route by converting the numbers back to coloured road changes. The excitement of solving the route card caused a few to miss the shorter white at PC13N.

14. 100,000 Metre Diversion

Crossing Easting grid lines as E or W and crossing the single Northing as SN (going North) or SS(going South). The SS and SN referred to the OS lettering of regions separated by 100,000 metres on its grid system. Very fiddly but well answered. There were many possibilities for the final crossings of GL 51, so I generously marked PC14J.

15. Partial Features

The three features represented were telephones, level crossings and gradient arrows.

The full references to be visited were:

527¹/₂ 015¹/₂, 534¹/₄ 025¹/₂, 535 025¹/₂, 541³/₄ 034¹/₂, 539¹/₂ 036, 521³/₄ 039, 520 041¹/₄, 513¹/₂ 041, 511 034¹/₄, 498¹/₂ 022¹/₂, 484¹/₄ 050, 487 023, 487³/₄ 015, 474¹/₄ 015¹/₂, 451¹/₂ 008, 447¹/₄ 006¹/₂, 454 016, 463³/₄ 038¹/₂, 460³/₄ 042¹/₄, 452 038, 430 017¹/₂, 417³/₄ 020¹/₂, 427 038¹/₂, 417¹/₂ 029, 414¹/₂ 028¹/₂. Care was required around Stradray Castle avoiding the temptation to use a white non-goer.

16. Gaps in the Forest

The numbers referred to the total number of gaps/breaks in the road between junctions, excluding the gaps/breaks at junctions. You all saw through the slight problem of 13, 14 really needing to be just 27. Bit hard on the eyes this one.

17. heRRingbone

Follow the letters in sequence from the rounded ends to the pointed ends. Lots of obvious white loops. The laybys in 5307 were deliberately sneaky and supplementary diagrams were usually needed here to prove where you had gone.

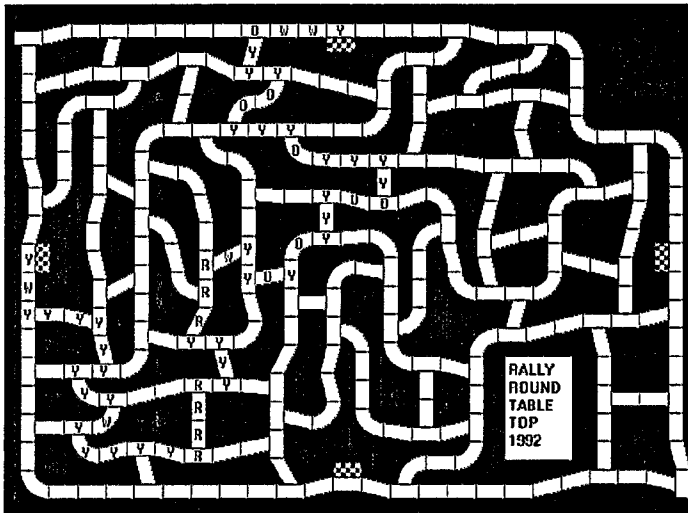
Rally Round National Table Top 1992 Route Card Solutions

18. Double Plot

Plotting each line of six references gave six extra digits which comprised via map references. The resultant plots were:

525 123, 518 125, 502 110, 497 113, 491 120, 504 133, 515 139, 513 144.

19. Board Um!



The correct and only possible path through the board via changing road colours is shown opposite. Voted by many as the most time consuming route card.

20. Metrically Dimensionally Representative Elevations

The shapes represented spot heights (*Elevations*) that had to be passed through. The numbers were derived from measuring lengths or diameters in centimetres and assuming they were metres (*Metrically Dimensionally Representative*). Single lines gave single spot heights. Rectangles gave two-digit spot heights as did the length of the axes on ellipses, the circle being a special case giving two identical digits. The spot heights in order were: 55, 38, 124, 96, 79, 26, 14, 7, 5, 27.

21. Legendary Numbers

You had to insert appropriate numbers from the map legend and perform a correct combination sum to give via map references. The keys were 1977(Revised), 1984(Selected Revision 2), 50(Sample Contour), 27(NE mils), 476(Main Road), 3(ETL pylons), 144(Spotheight), 1936(OSGB), 5(Edition), 650(Highest Rock Contour),

726(Series M), 34(SW mils), 855(Narrow A Road), 03(Sample Northing), 4306(Secondary Road), 35(NW mils), 4(Motorway), 159(Sheet Number), 600(Lowest Rock Contour), 1957(Confirmation Order), 40(Trunk Road), 6(Coniferous Wood Trees). This gave the following map references:

382089 = (1977 + 1843)(1984-1895), 385082 = (38)(50)(82),
 390079 = (27 + 12)(00)(476-397), 390084 = (3)(900)(144-60),
 387095 = (1936*2-2)(9)(5), 367103 = (3)(650 + 21)(03), 372111 = (3)(726-5)(11),
 391106 = (34 + 5)(855 + 251), 405116 = (4)(03 + 2)(116), 406136 = (4306-245)(35 + 1),
 415158 = (4)(15)(159-1), 410166 = (600/15 + 1)(0)(1957-1791), 405196 = (40)(519)(6).
 PC21E checked a shortest route missed by some.

22. Number Search

The *Full References* (using the implied extra Easting and Northing digits) were

2	3	6	6	2	5	2	2	3	1	5
3	4	0	7	2	0	3	3	6	6	1
7	5	5	9	5	1	2	6	5	3	2
6	9	4	9	4	0	2	4	2	0	9
2	7	1	2	4	7	3	2	2	1	2
2	4	1	4	5	2	2	2	2	1	3
2	4	2	2	2	1	3	0	5	3	5
1	3	5	1	0	1	2	7	1	4	2
5	5	5	2	0	4	3	5	8	3	1
9	3	0	9	1	5	2	6	8	4	2
2	5	1	8	2	5	2	1	7	6	3

164(3620) = 2364 22075
 167(4122) = 24145 2222
 69(5117) = 251825 2176
 69(3717) = 2374 2172
 145(3722) = 2376 22215
 105(3515) = 2356 21595
 MP(4110) = 2417 21015
 194(3623) = 236625 22315
 154(4890) = 248625 1903
 This left the following series of numbers in the number square to define the route via 407203, 66, 159, 49, 402209, 212, 134, 222, 135, 35, 349204, 383193.

23. Inter-CITTy

Your crossings should have been in the following Km squares: 3919, 3919, 3819, 3518, 3418, 3318, 3218, 3218, 3218, 3318, 3018.

The most common problem here was missing the double crossing on the dual carriageway on grid line 34.

24. Too Hot to Handle?

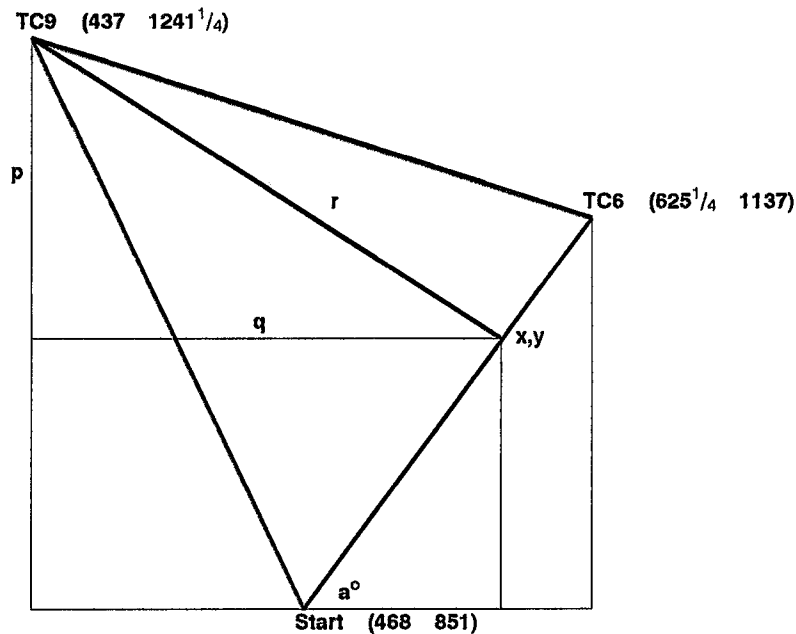
The points represented spot heights to be visited, but were quoted as degrees Fahrenheit and had to be converted to Centigrade to plot. You should have gone through

Rally Round National Table Top 1992 Route Card Solutions

the following spot heights: 47, 5, 18, 34, 113, 84, 133, 81, 87, 12, 47, 103, 65, 114, 64, 124, 141, 129, 105, 12. Some missed PC24D, not recognising that SH47 was not at a junction. Several of you convinced yourselves that this was all about ETLs.

Tie Decider

The map reference I was looking was 6059 1019. Here's one way of solving the problem.



x = Easting of Meeting Place
y = Northing of Meeting Place
t = elapsed time before crews meet
a = angle from Start to Meeting Place

$$a^\circ = \tan^{-1}((113.7-85.1)/(62.525-46.8)) = \tan^{-1}(28.6/15.725) = 61.196897^\circ$$

The x coordinate of the line from the Start to TC6 is given by:
 $x = 46.8 + 60 \cdot \cos(61.196897) \cdot t = 46.8 + 28.908068 \cdot t$

The y coordinate of the line from the Start to TC6 is given by:

$$y = 85.1 + 60 \cdot \sin(61.196897) \cdot t = 85.1 + 52.576835 \cdot t$$

For the triangle p, q, r: $p = (124.125 - y)$, $q = (x - 43.7)$, $r = 45.9 \cdot t$ and $r^2 = p^2 + q^2$ so:

$$(45.9 \cdot t)^2 = (124.125 - y)^2 + (x - 43.7)^2$$

$$(45.9 \cdot t)^2 = (124.125 - 85.1 - 52.576835 \cdot t)^2 + (46.8 + 28.908068 \cdot t - 43.7)^2$$

$$2106.81 \cdot t^2 = (39.025 - 52.576835 \cdot t)^2 + (3.1 + 28.908068 \cdot t)^2$$

$$2106.81 \cdot t^2 = (39.025)^2 - 2 \cdot 39.025 \cdot 52.576835 \cdot t + (52.576835)^2 \cdot t^2 +$$

$$(3.1)^2 + 2 \cdot 3.1 \cdot 28.908068 \cdot t + (28.908068)^2 \cdot t^2$$

$$2106.81 \cdot t^2 = 1522.9506 - 4103.622 \cdot t + 2764.3236 \cdot t^2 + 9.61 + 179.23002 \cdot t +$$

$$835.6764 \cdot t^2$$

$$0 = 1493.19 \cdot t^2 - 3924.392 \cdot t + 1532.5606$$

To solve the equation for t, use the quadratic formula: $t = (-b \pm \sqrt{b^2 - 4ac})/2a$

$$t = (3924.392 + \sqrt{3924.392^2 - 4 \cdot 1493.19 \cdot 1532.5606}) / (2 \cdot 1493.19)$$

$$t = (3924.392 + \sqrt{6247236.4}) / (2986.38) = (3924.392 + 2499.4472) / (2986.38)$$

$$t = 2.1509142$$

or

$$t = (-b - \sqrt{b^2 - 4ac}) / 2a$$

$$t = (3924.392 - \sqrt{3924.392^2 - 4 \cdot 1493.19 \cdot 1532.5606}) / (2 \cdot 1493.19)$$

$$t = (3924.392 - \sqrt{6247236.4}) / (2986.38) = (3924.392 - 2499.4472) / (2986.38)$$

$$t = 0.4771478$$

The first value of t gives x,y beyond TC6 so:

$$x = 46.8 + 28.908068 \cdot 0.4771478 = 60.593421$$

$$y = 85.1 + 52.576835 \cdot 0.4771478 = 110.18692$$

i.e. reference 6059 1019.

To prove it was possible without a computer, these calculations were performed on a Casio FX-330 pocket calculator.

See the end of the competitor's comments for my remarks about your various solutions.

Rally Round National Table Top 1992 Competitors Comments

Here follows ALL your comments about the event. My comments are shown in italics.

M1

Excellent as usual!

M2

Congratulations on another well put together event. I'm afraid I couldn't quite hit your wavelength this year. Absolutely no idea about section 5 and struggled to fit section 14. Not much more confidence in section 8. Highlights were sections 7 and 20. Plenty of plotting practice in the first few sections - in fact all the way through. Keep up the good work.

M3

3) Appears to be a path under the 'Hill' in GS 6287. 4) No road under 'M' at $650\frac{1}{2}$ 926. Track changes to a path at $671939\frac{1}{2}$ but no other route available. 5) Lost for words! 7) 8th and 11th Lefts incorrect as roads lead to edge of map, I think. 9) Something wrong around GS 4321, 4222, 4322. 14) Not sure about an East at $510001\frac{3}{4}$ hence used other route. 16) Gaps 13 and 14 should be added as road at junction is NTR. 20) Cannot find SH 13, 31, 26 or 62 to match 2nd smallest rectangle [*But you went through it!*].

Plenty of new ideas, great! Clues in section title very helpful. Section 5 very testing. Please change return of maps to a franked posting date - it saves the continuing worry after posting it. Great event. Thanks.

M5

Once again a good enjoyable event, which has maintained the standards of this years events.

I originally worked the tie decider out using pure coordinate geometry but the theory was long and complicated. So a rethink was called for, once the brain had cooled down, and have used some trigonometry as well. Both gave the same result but still not sure how Pete/Phil found a path across Llanrhidian Sands that was drivable.

Thanks for your efforts and hope to see you late in the year for the Llwybrydd.

M6

Once again an event that I've enjoyed doing. Seemed a reasonable mix of sections. I found 5 the hardest to decide what it was and 19 the hardest to find a route. Cannot pick a best section, I enjoyed each one in its own way. Thanks for all the work you put in organising it.

M7

Monday 16/3; that's it - finished! Overall - BRILLIANT!!! Best, no - only TT I've really enjoyed since RR '89. The great thing is it's been a pleasure - not a chore. What more

can I say? No doubt I shall think of something else though when the results and solutions are published. Meanwhile I'm not going to spoil my enjoyment by spending hours checking it - what you get is what you see (thank you Tina Turner!).

I plotted sixteen routecards in the first four days and then laboured a bit on the remainder but got there in the end. For the record I solved them in the following order (keeping the sections in numerical order):- 2, 1, 4, 3, 24, 5, 6, 9, 10, 7, 8, 20, 16, 19, 11, 14, 12, 13, 23, 22, 15, 21, 18, 17.

In case you're short of material I've also made the following comments by section:-

1) Based on Km scale on bottom edge. 2) Alphanumeric code on 10 different letters in title. 3) +/- coordinates. 4) 17th instruction 'K' appears to be non-goer as track becomes a path on northern side of wood across GL67 (longer black dashed line). 5) Unusual and novel idea - last one solved. 6) Have you got BT shares? 7) I reckon instruction 18 & 39 should not have been given as they relate to roads leaving the map edge. An 'Arrowing' experience! 8) A 'Miss Wet T-Shirt' farce? 9) With the other sections around it complete, the route seems self-determining but around instruction 26-30 something doesn't look right. 10) Remember LP '90? 11) there's a thing, R.D. 12) Faxes to the Welsh Office & Swansea Tourist Information Office produced nothing; a trip to Felixstowe library produced nothing. A trip to Ipswich library produced a lot of fruit just leaving one word to mull over with one of our Welsh customers and we got there - just. 13) Liked this one a lot. 14) You b....., you know how to make me cross! 15) Simple-ish. 16) Thrown for a while because of the 'forest', where there's plenty of open spaces as well. Nice one. 17) Fun and games with the various white loops. GS 5307 is the worst - I hope you understand my marking - into first white slot on GL07 and return to red at first opportunity. Miss right slot white; then take yellow loop on left and return to red at first opportunity. 18) The wonders of mathematics $48 = 8!$ 19) The best!! I can say that now I've just got it to work. I've spent ages and ages and bloody ages on it. Almost convinced myself it didn't go at all - but I know you better than that! 20) Did not like this one in the least - sorry! 21) Another enjoyable one - eventually. 22) As usual, I was looking too deep. I thought I understood the 'Full' instruction by adding in the 1 and extra 2's but made the mistake of treating each number individually - even starting at the bottom left (GS origin etc) to have at least a dozen variations which were useless. Finally stumbled on the solutions completely by accident and the rest, as they say, is history. 23) Have had to miss one crossing which, to me, seems unavoidable. 24) Tried convincing myself initially that it was to do with the parallel ETL's. Then, sure it was SHs but couldn't establish a common conversion factor. Finally a 'degree' of luck when my diary's metric conversion page fell open at the right place and then my enthusiasm boiled over.

Rally Round National Table Top 1992 Competitors Comments

Now, where was I, Oh yes - LP '92.....

[My thanks as usual to Geoff for his very detailed description of his innermost thoughts about the event. Such detail certainly helps in trying even harder to please next year. I think in future I'll have to ask that such lengthy comments are word processed and submitted on floppy disk - it takes me too long to type this lot in!]

M8

I enjoyed last years event, but this one was beyond me, sections 13, 14, 24 were guesses. I did think that this years event was difficult, and put me off somewhat. I think you could ease up a bit and still get a favourable result. The tie decider is good, gets you thinking.

M9

What a daunting prospect this event was! Overall the balance seemed dead right though! Some sections v.easy, some quite mind boggling, others difficult and one or two just tedious (eg Section 19).

1) You'll laugh at this! I couldn't immediately find your 'other' origin so I produced a false grid (in the sea) at 300900, then plotted and traced the references, transferred them to the map & found the origin! Then worked out the co-ordinates of the origin and added to & replotted all the points. 5) I spent more time on this than any other section then I hit on adding or subtracting values to assigned values for the letters. 12) I had to phone some friends in Gwynedd to ensure I had the correct interpretation for this section. 13) caused some problems until I produced a table of values for colour changes - then OK. 14) The second-most difficult section - easy when you remove SS/SN though. 19) I found the start & finish v.quickly & was having considerable trouble until I coloured the various board sections, then I found the route. 20) At first this looked impossible, but after measuring the sides the digits seemed strangely familiar as I had been studying the spot heights in the area. 21) This was the second section I attempted (The first was the tie break!). Sections not mentioned did not prove to be too problematical. Overall V.Good! P.S. Please try the floppy disk it contains my solution to the tie break.

[Here's the text file from the floppy disk].

I thought you might think this method of supplying the answer to your Tie-Break Section rather novel! This Batch loader will run a GW-BASIC program which uses an iterative method to solve the somewhat complicated quadratic equation. (Should you so desire: remove the REM at Line 115 to watch the iteration in action.)

I hope you agree with my result !By the way I am a Chartered Civil Engineer employed by the London Borough of Havering, with overall responsibility for the

micro-computing requirements of the Borough Engineer & Surveyors Division i.e. *[Your Survey]* occupations 1,2 and 3.

My 80286-based Goldstar PC (120mB) took 13 seconds to complete the calculation. (The Screen will be blank whilst computing.) The program will also calculate how long it takes your machine to perform the same operation. (and all within 1860 bytes !)
(I must admit to enjoying solving this section of the event more than any other!)

M11

Is it me or are there more mistakes this year (sections 7, 9, 17, 19), otherwise very good event except sections 5 and 14.

M12

This year's event seemed tougher, and more sections that usual had me guessing. However, continuing my annual, fruitless, quest for brownie points: 6) The Newmarket number was unobtainable - 75176 answered better. 7) The first two 'L' in the second line were in the wrong order. 9) This went fine until ...Mnr7...ITIT... 'nr' baffled me - surely the A40 does not enter A4420 (and even if it did??). 'TI', I felt should be 'r-'. 16) 406045¹/₂ is not a junction, so 13,14->27? 22) In the penultimate row, the fifth entry (1) should be 2. Many thanks for an enjoyable event.

M14

You've done it again - one section (No.5) that despite lots of midnight oil, I haven't a clue on. Now tell me how simple it was! *[It was simple!]*. Section 12 was time-consuming - it meant several trips to W H Smith in Camberley while I consulted the only Welsh dictionary on their shelves, as my local library didn't have one and we are a bit short of Welsh linguists in Bagshot! And if 'Cefnffordd' is a ridgeway [*a Trunk Road*], which to me is a road along the top of a ridge, where were they? I could only find roads on the side of hills (but I was probably lost by then anyway!). Of the rest, 4 and 14 were a bit too fiddly for my poor old eyes, and 13, 18 and 19 took most sorting out. Rest of sections were quite reasonable (for a RRTT!). Mad panic this last weekend as I left it alone for about a fortnight in the middle, but managed to have a go at all except 5. I've done my usual thing there, which is to make a tortuous route around the left over roads and hope some of it hits the jackpot (not the Fan!). Apologies in advance to the checking team. See you next year. Make it the year I can 'do-it- all'.

M17

1) Plotted "Relative" on a dummy grid before I twigged! 4) Assumed "CAPITAL" meant small 'w' in 6894 is not acceptable. 5) 653¹/₂987 - Originally went round the triangle, but on minute inspection I reckon there's enough evidence to suggest a gate. 7) Isn't there enough 'L in the event without adding more?! (6814) 9) 4321/4322. Couldn't get the "r's" to work. Funny don't usually have that trouble! 12) Despatched my kids to

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investigate. Isn't it amazing how few Welsh teachers speak it? It would probably be better if you used Mongolian next time. (Would prefer to use only info available on map). Thoroughly enjoyed it - Thought & Headache provoking!
Tie Decider) Is $a/\sin(A) = b/\sin(B) = c/\sin(C)$worth a point?

M18

I never know whether to make comments as I do the sections or leave them to the end. Not being the literary type its probably best I make them at the end when I'm less 'emotional'. Very short of time this year (standard disclaimer) but I did more than expected, leading to the conclusion that someone will clean it this time. [How right you were!] A few 'middle of section' problems worried me. Dying to know Registration Numbers and whether I was along the right lines on Double Plot. I'll do the next one after retirement. Regards, Richard, Elaine and James. P.S. James helped me by scribbling on the map.

M19

Liked new ideas. Didn't see through 5, 16 or 22. Found 19 difficult. Rusty on my Welsh! Wish I could have spared more time.

M21

Thanks for an excellent event. Good mix of sections to keep the brain active. No doubt I'll kick myself when I find out what the Registration Numbers mean!

M24

Of those sections which I failed to solve, No 10 intrigued me most and I am looking forward to seeing the solution. I duly consulted the map cover and found Sheet Nos 159, 109 and 94 for Swansea, Manchester and Whitby. I then located corresponding SH's as follows:- 159 (GS3621), 109 (GS4324), 94 (GS3419). However I couldn't make the MR's fit. I also noted that the MR's for the route covered an area of only $2.5\frac{3}{4}(E)$ by $3.8\frac{1}{2}(N)$ km which seemed rather small. I have probably got hold of the wrong end of the stick but at least it shows you how one poor victim's brain ticks over!

M25

I worked out the tie decider by measurement. After 29.9 minutes Pete/Phil would be 29.9 km from the Start and after the same amount of time, Geoff/Ray would be 22.875 km from TC9. They would therefore meet at 60551015 (approx).

I had a better event this year as I somehow had more time or you took note of my comments from last year (some of each I think). Good event, I will do it again next year.

M31

Thank you very much for your time and effort in organising this table top. I have returned to doing these after a break of some four years or so and am pleased to find

that I can still find solutions to most sections. Personally, I would prefer the tie breaker to be of a map, or rally based nature. I gave up a degree Civil Engineering course because of the maths. Content and I'm too old to get the text books out of the library for the sake of this question - I've voted with my feet and not done the Decider - I started, actually, but my knowledge did not prevent me from getting to unmanageable equations! Other than this, I enjoyed the event. If the building industry does not pick up drastically in the next twelve months (family + rally commitments prevent me from spending lots of time on a TT at home) I dare say I'll be spending next March's lunch hour's and tea breaks pouring over the RRTT93.

M32

An excellent event as usual. Please could you provide some sticky tape with the route next year - gagging the children may aid concentration.

M33

BRAF UN BACHGEN'O (Nice one boy'o)

M34

Yet another excellent RR! 4) I liked this. HAFOD was difficult but I hope my enlargement in Swansea Bay is clear and not muddy! 7) An extra LEFT has crept in at the start of the second row. 12) Easy if you have access to a Welsh-English dictionary. 19) This took the longest - so many possibilities. 20) I thought this one would cause problems but the clue made it a giveaway. Tie Breaker) It's a long time since I did this sort of problem. I hope my memory has not let me down. I look forward to RRTT93.

M36

Section 9 doesn't seem to work in the middle - is it more subtle than it first appears!?! Section 14 - Nice one! Had me baffled for a bit. Section 18) - Too tedious (I expect I'll get a few fails on this one now I've said that!). Sections 19,22 - Nice ideas. Overall - kept me busy and kept me guessing, but eventually quite possible. I'm still wondering if it might have been possible to use A4066 and roads around Laugharne for one section...Thanks very much.

M38

Very good event, actually found some of the cryptic clues helpful! Thanks for accepting the late entry.

E1

You certainly included many novel, and thought-provoking(!) route cards. I don't know which one I enjoyed most. Sections 9 and 17 caused problems in the middle but worked OK from each end! I found a route for section 5 but, although all the references 'fitted' they are no doubt wrong as they were done in an extremely unorthodox manner. Section 13 completely baffled me - was there a clue in the 'crease'? However, as the

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67-year old housewife on your list I don't expect to solve them all. Enjoyment is the main thing and there was plenty of that. It would be interesting to know if there are any pensioners among the 'Masters'. [Yes, there were two at least] I shall keep trying.

E3

Struggled this year. Leaving most of it until the last couple of weeks doesn't help.

E5

The tie decider was easier than the routecards!

E7

Please find enclosed my entry for this year's Rally Round. I feel more confident about my entry than last year, so that's me doomed to failure! Once again, Rally Round was by far the best Table Top in this year's Championship. Clear, precise, well laid out and without any mistakes! On Rally Round, when things don't quite work I know I have to look again because I have got something wrong, with the others I am never quite sure whether or not there is a mistake in the TT itself! Having said that I CANNOT find the "nr" in the middle of section 9 - there aren't any roads left! Apart from this, I think I finally saw the light on all the sections, 9 was the last one for the penny to drop, but 7 was only solved a few hours earlier. 20 had me going for a long time, but eventually it fell into perspective. It took some time to realise the significance of Full Map References in section 22 - I kept finding bits of my 6 figure references, and just couldn't get them to join up! I couldn't find CARREG FILLTIR in any Welsh dictionary, and have guessed that its a mile stone. The tie breaker was quite interesting; this year, at least, you have my workings! I'm sorry the diagram is hand-drawn, but I didn't have time to do it on the computer as I left it to the end and completely ran out of time (ie 2.00am last night!). Thanks for all your hard work in preparing this TT; I look forward with interest to receiving the solutions in due course. Until Rally Round '93.

E13

Very enjoyable - I haven't done so much maths in years! I liked the Welsh bit and the diagram confused me totally as usual! One day I'll learn, meantime I'll keep plotting on! [And now the annual ode from Carol]

From the Strange Origin the offsets led me to Swansea district and the Capital City where the registration numbers made me phone home before afon'y thing happened to my L & R giving me a close encounter before running for cover from the crow flying in & out of the Welsh words numbering the combinations of the 100,000 metre divisions with the partial features apparent in the gaps in the forest where the herringbone double plotted the Board with its metrically dimensionally representative elevations of the legendary numbers of the Inter-city 125 which proved too hot to handle although

I searched for all the numbers and finally the tie decider - brains into gear before operating map.

See you next year.

E17

Enjoyable event. Well done.

E20

I am sure you will agree shipping agents (known to you! [M7]) who enlist the assistance of Welsh customers should be penalised for receiving outside assistance !!?? Most enjoyable, just had time (thanks to night shifts). As usual enjoyed solving the problems - hate having to put them on the map, specially where there is marginal shortest routes. [No problem here. No PCs were placed at such points. Routes had to be visibly shorter or measure at least 0.1 Km different].

E22

Some very interesting and challenging problems - very much enjoyed even though I've not completed all! Two niggles. 1) A closing "postmark" date is a more definable time spent as delivery times are unknown [This is always a debatable subject. At least 20% of the maps I receive have unreadable postmarks and postmarks can be fiddled, ask any business with a franking machine! I thought the scheme this year would be the fairest possible?] 2) Tramlining takes a long time - probably more than 2 evenings. [For a map marking event, where every little loop is important, I can't really think of another way, can you?] One question. how the devil do you find detail such as laybys in 17(5307)? I found it by process of elimination, but that's a lot easier than finding it on a virgin map. A few ideas or explanations of how you concoct the clues might be interesting to others as well as me. [Most ideas come from trying to solve other events route cards and adapting general brain teaser problems for an OS map. Choosing a map for an event usually starts the brain working. It needs to have lots of roads and interesting features without being too cluttered (big towns) or too repetitive (great expanse of forests). Use of the terrain and geographical features for route cards comes first and then the other ideas have to fit in around them.]

E23

Why ban hand-delivery? Surely there has to be SOME compensation for working in Witham!! I told you I was a Semi-Expert [I reclassified as Expert] - I've proved it by only being able to do half the sections!

1) Very ingenious. 2) Spurious '004'? [No, SSE!] 4) 'Port Mead' is a bit tricky to say the least! 6) Like it! 7) Never can do these, or herringbones. 9) Looks like letters closest to GL in, but can't make it work. 10) Another ingenious one. 11) Eh? 12) Good job they had a Welsh dictionary in the library! 13) ? 14) Took a while until I thought about what

Rally Round National Table Top 1992 Competitors Comments

100,000m was. 15) Neat. 16) Uh? 17) see 7. 18) ? 19) Too many possibilities, makes my brain hurt. 20) Very ingenious - measuring the circle both ways is a bit sneaky! 21) The maths is a bit flexible, but I like it. 22) I seem to have far too many '2's' left [Full references!], and what look like GRs don't plot - I have probably missed the point! 23) I like these. 24) Well I converted to Fahrenheit (and back) and tried it with a compass - I give up!

E25

Unfortunately...I could not spend as near as much time on this years event as I would have liked, hence only 12 sections completed. I would like, however, to thank everybody involved in organising the 'Rally Round' and to say you can count on my entry for 1993.

E31

My first RR, hopefully not the last. I thoroughly enjoyed it but as usual found two that clouded the grey matter. The 'Metrically Dimensionally Representative Elevations' and 'Registration Numbers' meant absolutely nothing. I look forward to the solutions. Of the rest 'Numbered Combinations' was certainly different, to me at least. The less said about 'Welsh Words' the better but many an Anglo Saxon oath was uttered. What is Cefnffordd? [Trunk Road]

I look forward to learning the solution to the tie break, its a long time since I was at school. Thank you very much.

P.S The other half says she hopes I mentioned the use of her eyes for the Gaps in the Forest.

E37

Yet again best of the season. Can you please pay particular attention to the explanation for Stages 5 and 14 as I have not a clue! I did not bother with the tie breaker as I ran out of time.

E45

Sorry - ran out of time as usual! No idea on sections 5, 13, 14, 18. Couldn't make any sense out of section 7 - were the different size Ls significant? Sections 1, 8, 10 and 24 very clever, if a bit sneaky! Section 21 - clever idea, even if I did get lost in the middle! Section 19 - should have been BORED UM - I gave up! Many thanks.

E51

Q23 - a bit ambiguous. I finally assumed that East of GL40 was not out of bounds as it didn't specifically say so! Great table-top. Thanks.

The reason I don't do well at table tops is dieting. All I can think about is food!

E53

Map (Route Cards) received about 1 week late original copies must have been lost in

post!! This along with a few days holidays I have not been able to give the problems full attention. However TT questions look a good mix.

E54

I have found the RR too difficult. While I appreciate that you must get a winner, I think it should be possible for all but the novices to complete 90 to 95% of the sections. You do have a tie decider to use if necessary. I consider the system where competitors are required to complete say, 20 sections out of 24, is better than the one you have used. [Yes, I like this idea. The trouble with RR is that each section currently has different penalties. This subject is under review for next year] It should not be necessary to obtain a Welsh dictionary to compete on a table top rally (I got one from my local library).

Having said that - thanks for the hard work that I know goes into running such an event.

E58

Great event overall - don't like plotting town whites and I am heartily sick of looking in car parks for these ???? registration numbers. Well done.

E59

TC13 to TC14, I like my route. If it has anything to do with yours, I'll be surprised, though.

I don't think I was on your wavelength, but prolonged, late night, attacks on specific clues, eventually yielded something. Perhaps its all wrong!

SE2

Brilliant event, thoroughly enjoyed spending days trying to solve a number of the clues. Event seemed easier than last years as I managed to complete more sections. Looking forward to next years event and finding out how to solve the majority of this years clues!

SE7

As a final year engineering student I did not have much time to attempt the rally, however what little I did was good. I shall probably enter next year when hopefully I will have more time on my hands.

SE11

I know exactly what you mean about "Too much exercise" as I'm in the "London" as well (running No. 29097). I'll be wearing a "St Albans Striders" vest. If you're not much faster than last time we may be about the same place i.e. a bit over 4 hours. [I'll look out for you, I'm number 30764]

Enjoyed it very much, wish I could have spent a bit more time on it. Will be very interested in the solutions to those sections I couldn't crack.

SE12

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Can you provide a Welsh dictionary next time?

SE16

Very well organised. Unfortunately lack of time has beaten me this time (I did manage the tie-breaker though!!).

SE18

[supplied pages/ of map enlargements]

SE20

Good Event - Could have done with more time. Only one section I couldn't work out (No.13 Numbered Combinations) so I made it up instead. Hope I get some points for it.

SE21

You might have guessed that I guessed some bits! Most entertaining! Especially the section on the "HOBBIES".

SE22

My brain hurts! Most enjoyable but compulsive! Spent more time on it than I should have. There are only two sections I'm not sure of; No. 5 (Registration Nos) which I managed to plot, but it may have only worked by coincidence, and No.7 (L&R), where I didn't have a clue! The route I've plotted for that section is pure guesswork but is based on my appraisal of what a devious mind you've got! It also passes through 46 junctions (there are 48 Ls and Rs) and seven loops worthy of a PC. Of course there's every chance that I've made mistakes in plotting the other sections, but at least I know I was using the right method!

Unknown

Never really got into event. Found hidden meanings too difficult to solve. Spent hours with no ideas on various sections especially 1, 5, 14, 22, 20, 24. Enjoyed earlier championship events much more because could solve more. This was too hard for me.

[Quite classic this one. No name or number on the map or the envelope, and no other distinguishing features. The map arrived one day late. As did four others, but I accepted these because the post mark was clearly 3 days earlier. This particular one used a DSS pre-paid envelope! and therefore had no postmark! Even if I knew who it was from, they would not figure in the results.]

Tie Decider Remarks

It was quite amazing how many of you supplied detailed mathematical solutions to the tie decider. Almost all used the correct trigonometrical formulae, but a few failed to be accurate enough to provide an exact answer.

Solutions varied enormously in quality, from back of the envelope scribbles to very neat typewritten sheets. To find an award winner I used several criteria. First the solution had to be correct as an eight figure map reference, that reduced the field to 15. Then I wanted to see the correct formulae being applied. A concise solution, albeit with most workings shown was very important. The answer also needed to be well laid out, with a diagram, and tidy, although not necessarily typed. Using a computer was acceptable, but I still needed to see the workings or the program though. Here's my brief comments about each solution:

M1 - Interestingly, Martin almost found that the alternative solution beyond TC6 also plotted on a road at Skew Bridge near Newtown. M3 - Very concise solution. M6 - Commented, "It was 'Andy' knowing these hidden paths!!!". M8 - Best laid out and used a 286 PC using a C program. M9 - Supplied a floppy disk with a MBASIC program. M12 - Would have liked more workings. M29 - Untidiest. M36 - Neat, but not all workings. E5 - "Now that was easy compared to the routecards themselves!". E15 - Pretty good. E17 - Too short. E40 - Neat and concise. SE22 - Most concise with all workings.

I gave the "Fastest" award to Sylvia Huckle(E1). A neat, well presented solution, and annotated as a classic trigonometrical problem.