

NAVIGATION USED ON THE EVENT

ROADS

You should plot the route on regularities using all roads unless told otherwise in the Hand-out instructions, some sections will be held partly or fully on private land so controls can be less than 2 miles apart and in some cases the route will be defined by arrows. You should not pass through any Black spots or out of bounds areas from the information provided in the road book.

SPOT HEIGHTS

Spot heights are the height above sea level. The majority are marked on the map with a small dot and close by the height in metres. The route will only pass through the spot heights listed and in the order listed in the handout, all others should be avoided. The later edition OS maps now show on road cycle routes by a series of green circles, which are sometimes overprinted on the small dot of spot heights. These spot heights will be listed in the navigation and identified as having their dot hidden or partially hidden by the cycle path circle. This will allow the later and previous editions of the OS map to be used.

TULIPS

These are simple diagrams of the road junctions with the ball indicating where you come from and the arrow indicating where you are going to. When used in the Plot and Bash navigation all the coloured junctions on the route will be included, even if the road going to the right, becomes a “dead end” or changes to a “white” road, any relevant white roads will be shown as a dotted line. Tulips maybe drawn as depicted on the map or with straight lines.

JUNCTION COLOURS

Road colours from the map these are: Green, Red, Brown, Yellow, and White. Each junction on the route is described in terms of the colours of the roads involved. The entry road is given first and the exit road last – E.G : YYWY

MAP SYMBOLS and / or LETTERS

The route can be defined by passing through the letters and / or symbols (found on the map legend) that are overprinted in whole or part on the road, (a telephone symbol includes the black line that indicates its location). It is only the overprinted letters (in whole or part) that are given in the route instruction. In the case of a symbol the whole symbol will be given. They must be past in the order given and avoid any not listed.

GRID LINES

The thin blue grid lines that run up and across the map are used to define the route by crossing the quoted grid line numbers. As with the spot heights they must be crossed in the order given. A variation can be the entry or exit direction (N S E W) into / from grid squares.

HERRINGBONES

The route will be defined by ignoring the roads left and right of the time shown on the herringbone diagram, e.g. if there is a line to the left of the straight line you ignore the road to the left or turn right, and vice versa if the line is to the right. At a crossroads a V to the right of the line would mean turn left.

DEELARITY

These sections are designed to be navigated “as you see it” and are difficult to plot on the map. Not all junctions are shown – if a junction is not included then you should continue on the road you are currently travelling on. The direction to take at the junctions is not always indicated but other information makes it clear which way to go.

JOGULARITY

Jogularity is a system developed by John Brown to support Le Jog classic reliability trail. The basis system provides the navigator with a route card which contains landmarks and relevant times along the correct route.

MAP REFERENCES

Map reference will be provided with approach and depart directions and must be visited in the order provided unless advise otherwise

BLACK SPOTS/OUT OF BOUNDS

Whole or part grid squares or meter radii will be given and these should be plotted **BEFORE** you attempt to plot the route!

EXPLANATION OF SECTIONS

REGULARITY

The majority of the event will be made up of these sections where you are expected to maintain a notified average speed.

All sections include Intermediate time controls. You will be timed to when you stop astride the marshal's position, or when you stop within the control area if a car is already at the marshal's position. You will be penalised for stopping outside the control area.

Note that your time at the Intermediate control determines your due time at the next Intermediate time control.

You may be asked to leave a regularity start control at less than minute intervals, usually 30 sec's, so that only one car leaves the control at a time.

TRANSPORT

These sections are timed sections but you do not have to maintain an average speed. You are allowed to wait at the end of these sections and restart on your Scheduled Time. This time is shown on your Time Card. Where there is a limited area to wait you may be asked to restart from the Control on the next minute after your arrival. In this case no time will be shown on your Time Card. You will not be penalised for early or late departure at these controls.

SPECIAL TESTS

All the driving tests are held on private property with the landowner's permission.

DRIVING STANDARDS

Please show due consideration to other road users and drive with extra care through villages, near livestock, or horse riders. There are a number of **Driving Standards Observers (DSO)** positioned along the route to ensure you are not making excessive vehicle noise, driving at excessive speed or driving in a manner likely to bring motor sport into disrepute.

The Police are fully aware of the event and have advised us to remind you that you must obey all speed limited and rules of the road as would any other road user. They will be undertaking their own check/s to ensure you comply.

We also have to remind you of Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code. If you are involved in an incident which causes damage or injury to any other person, vehicle, animal, or property, you **MUST** stop and give your details. Any injury incidents must be reported to the Police Authority.

EXPLANATION OF CONTROLS

TIME CONTROLS

MC

MAIN TIME CONTROL

Situated at various points on the road and the Finish of the event. Leave at the time indicated on your time card ,some of these controls will not have any penalty free lateness applied so you must leave on time to prevent receiving a penalty

ITC

INTERMEDIATE TIME CONTROL

You will be timed to when you stop astride the marshal's position or when you stop within the control area if there is already a vehicle at the marshal's position. You will be penalised for stopping or slowing down excessively outside the control area.

RS +
TTC

REGULARITY START OR TRANSPORT TIME CONTROL

Situated at the end of a Transport / Test Section and is also the Start of a Regularity Section.

PC

PASSAGE CONTROL

Used to check correct route
If manned your Time Card will be signed.

If unmanned record code from the Route Check board in the appropriate space on your Time Card and obtain a signature for each code written down at the next manned control.