

LANGER PARK NATIONAL '91 TABLE TOP RALLY

What a wonderful response you've all given this year's event. An entry of 151 has only been bettered in LANGER PARK history in 1987 when all of that season's events had very high entry figures, which was attributable to the first campaign of the National Championship. Our appreciation of this is reflected in the decision to increase the awards allocation to the tenth position overall.

Evidently the steps taken in preparing this year's routecards proved beneficial because just about everybody that made any comment felt that there were more 'do-able' sections than has been the case before, either on this event or many others. The extra week that we allowed for completion of the route seemed well received so is certainly a feature worth retaining. A clear result has been gained without anyone 'cleaning' it but the low level of penalties throughout reflects the general feeling of improvement. The top sixty nine places were all under 20 minutes-worth of penalties, a feat only attained by the winner in 1990.

Our obvious pleasure is slightly subdued because our own attention to detail faltered on section 14 and as a result we have cancelled it. Our apologies to everybody that obviously laboured long and hard; many came up with our intended route but in fairness to everyone it had to go. From memory, we think this is the first time that we have ever had to cancel a section on the LANGER PARK.

We had 105 maps returned for marking (70%) which was down a little from our expectations but an undoubted improvement on 1990. As can be seen from the results the formbook has been well and truly turned upside down. The top ten contains seven competitors that have either, never been that high before or haven't been that high for at least two years! Certainly, the 1991 LANGER PARK encouraged quite a few competitors 'out of the wood-work'; seventeen were entering their first event of the season; five, their first event in two seasons and two, their first event in three seasons. In addition to this we managed to encourage twenty four entries from people that have never taken part in a National Championship table-top rally before. Let's hope that they'll be encouraged to take part in the series as a whole.

Our congratulations go to all the prize winners detailed below. All awards will be despatched under separate cover and should arrive within the next 10/14 days.

Overall

| | | | | | |
|-----------------------------|----------------|---|------------------|---|---------------------------------------|
| 1st | Dave Collins | - | Devizes | - | Trophy + £30 |
| 2nd | Keith Norman | - | Oxford | - | Trophy + £20 |
| 3rd | Doug Heard | - | Unattached | - | Trophy + £10 |
| 4th | Mick Lowe | - | Unattached | - | Trophy |
| 5th | Pete Smith | - | Unattached | - | Trophy |
| 6th | Kevin Watkins | - | Forest of Dean | - | Trophy |
| 7th | Trevor Crowe | - | Unattached | - | Trophy |
| 8th | Paul Collins | - | Eastern Counties | - | Trophy |
| 9th | Roger Lintott | - | Unattached | - | Trophy |
| 10th | Andy Endersbee | - | CSMA | - | Trophy |
| Last classified finisher | John Lawrie | - | Green Belt | - | Free entry to 1992 LANGER PARK NTT |

Classes

| | | | | | |
|------------|------------------|---|------------|---|--------------|
| 1st Master | Howard Simpson | - | CSMA | - | Trophy + £10 |
| 1st Expert | W R Lynch | - | Unattached | - | Trophy + £10 |
| 2nd Expert | Judyth Elliot | - | Unattached | - | Trophy |
| 3rd Expert | Brian Stott | - | 061 | - | Trophy |
| 1st Novice | A P Hesp | - | Unattached | - | Trophy + £10 |
| Best Lady | Gillian Goodlass | - | Unattached | - | Trophy |

Best in Club/Group

C S M A - Mick Goddard
Ricardo - Anthony Cartmell

Unattached - Phil Upton
Wessex - Iain Tullie

Our thanks go to our joint sponsors - LANGER PARK SERVICE STATION and RALLY NAVIGATION SERVICES for their continued support. A special thanks to Christine Grover at Colour Plus (Witham) Ltd for producing the Regs. Let's hope that we can all keep this good thing going and we look forward to hearing from you later in the year when we shall using OS map 183 (Yeovil to Frome).

GEOFF WHITE

FRANK RICHER

DAVE OTRIDGE

MAURICE PINNER

R E S U L T S

| Posn. | Competitor | Club | Pens | Posn. | Competitor | Club | Pens |
|-------|------------------------|---------|--------|-------|---------------------------|---------|--------|
| 1. | Dave Collins (E72) | Devizes | 1m08s | 46. | John Pullin (E15) | U/a | 10m07s |
| 2. | Keith Norman (M18) | Oxford | 2m04s | 47. | Sylvia Huckle (E26) | U/a | 10m07s |
| 3. | Doug Heard (M24) | U/a | 3m03s | 48. | Andrew Nicol (E57) | Ricardo | 11m04s |
| 4. | Mick Lowe (M32) | U/a | 3m05s | 49. | Alan Livesey (E69) | Marden | 11m06s |
| 5. | Pete Smith (M7) | U/a | 4m02s | 50. | Iain Tebbutt (N4) | U/a | 11m07s |
| 6. | Kevin Watkins (M21) | F/Dean | 4m02s | 51. | Doug Kingsley (N26) | Basing' | 11m09s |
| 7. | Trevor Crowe (M30) | U/a | 4m04s | 52. | Anthony Walker (N6) | Oxford | 12m06s |
| 8. | Paul Collins (E42) | ECMC | 4m05s | 53. | Graham Lacey (N13) | U/a | 12m10s |
| 9. | Roger Lintott (M11) | U/a | 5m01s | 54. | Donald Bradbury (E55) | U/a | 13m02s |
| 10. | Andy Endersbee (M15) | CSMA | 5m01s | 55. | Lyn Cantrill (E71) | U/a | 13m05s |
| 11. | Howard Simpson (M13) | CSMA | 5m01s | 56. | Barbara Marshall (N5) | U/a | 13m05s |
| 12. | Colin Hensman (M26) | Ex-Prop | 5m01s | 57. | Henry Carr (E22) | Ilkley | 13m06s |
| 13. | Phil Bird (M22) | Chelt'm | 5m02s | 58. | Godfrey Nunn (E8) | U/a | 13m07s |
| 14. | W R Lynch (E19) | U/a | 5m02s | 59. | Brenda Ward (M20) | U/a | 13m08s |
| 15. | Judyth Elliot (E35) | U/a | 5m03s | 60. | Andy Lucas (E65) | U/a | 14m03s |
| 16. | Phil Upton (M31) | U/a | 5m04s | 61. | John Shelley (E13) | CSMA | 14m08s |
| 17. | Gillian Goodlass (M4) | U/a | 5m04s | 62. | Noel Wright (E1) | U/a | 14m08s |
| 18. | Brian Stott (E52) | O61 | 5m04s | 63. | Ted Manktelow (E23) | CSMA | 14m09s |
| 19. | Alan Ogden (E47) | U/a | 5m06s | 64. | Stephen Reed (E32) | BMRMC | 15m08s |
| 20. | Peter Lear (E2) | H&Berks | 5m07s | 65. | Paul Stanley (N38) | Wessex | 15m09s |
| 21. | Martin Rea (M28) | U/a | 6m00s | 66. | Mrs M E Fielding (E34) | U/a | 16m04s |
| 22. | 'Crow' (M2) | W Essex | 6m01s | 67. | Ian Houghton (N34) | Leeds U | 18m05s |
| 23. | John Boother (M17) | Craven | 6m02s | 68. | Bob Dennison (E17) | U/a | 18m08s |
| 24. | Dave Cuttler (E66) | JagApp | 6m02s | 69. | Dave Bleakley (E44) | CSMA | 19m14s |
| 25. | Richard Todd (E68) | G Belt | 6m04s | 70. | Peter Harbord (E73) | CSMA | 20m06s |
| 26. | Simon Marks (M19) | Oxford | 6m04s | 71. | David McKinlay (N1) | Jersey | 20m07s |
| 27. | Andy Turnbull (M23) | Otley | 7m01s | 72. | Ian Begley (E3) | CSMA | 22m06s |
| 28. | Mick Goddard (M14) | CSMA | 7m02s | 73. | Sean Austin (E31) | U/a | 23m06s |
| 29. | Anthony Cartmell (E59) | Ricardo | 7m03s | 74. | Tony Nicholson (E53) | U/a | 24m11s |
| 30. | Malcolm Price (M10) | U/a | 7m03s | 75. | Chris Jackson (E64) | U/a | 26m01s |
| 31. | Andrew Crocombe (M16) | U/a | 7m04s | 76. | Stephen Curtis (E9) | CSMA | 26m06s |
| 32. | Mick Wicks (M3) | S Hams | 7m04s | 77. | Peter Compton (E46) | U/a | 28m08s |
| 33. | Dave Cherrill (M5) | U/a | 8m01s | 78. | Vince Gallo (E12) | U/a | 28m16s |
| 34. | Dave Bell (M6) | SCCoN | 8m03s | 79. | Ian Barrow (N9) | U/a | 29m09s |
| 35. | Iain Tullie (E77) | Wessex | 8m05s | 80. | Robert Girvan (E49) | CSMA | 30m15s |
| 36. | Nick Owen (E58) | Ricardo | 8m05s | 81. | Patrick Byrne (E7) | B Regis | 32m08s |
| 37. | Don Clarke (M9) | CSMA | 8m07s | 82. | Thomas Moore (E24) | CSMA | 33m10s |
| 38. | A P Hesp (N7) | U/a | 9m00s | 83. | Peter 'Jesse' James (N15) | N Oxon | 42m11s |
| 39. | Pete James (M1) | Chelt'm | 9m03s | 84. | Barry Elliott (E51) | Bury | 43m24s |
| 40. | John Perthen (M12) | U/a | 9m05s | 85. | Jon Jennings (N27) | Ricardo | 45m09s |
| 41. | John Allcorn (E41) | CSMA | 10m01s | 86. | Dave Jackson (N29) | U/a | 46m08s |
| 42. | Philip Rennie (E40) | Windsor | 10m03s | 87. | Robert Norrington (N36) | Wessex | 50m04s |
| 43. | Andy Williams (E54) | U/a | 10m03s | 88. | John Watson (E14) | U/a | 54m10s |
| 44. | Jeff Kitts (E30) | U/a | 10m03s | 89. | Dave Keetley (E6) | U/a | 58m17s |
| 45. | Andrew Westerman (N30) | Otley | 10m05s | 90. | Rob Hick (E78) | Devizes | 59m10s |

CONTINUED: -

| Posn. | Competitor | Club | Pens | Posn. | Competitor | Club | Pens |
|-------|-----------------------|-----------|--------|-------|------------------------|---------|---------|
| 91. | Dave Arkle (E43) | U/a | 60m06s | 99. | Glenys McClellan (N19) | U/a | 99m10s |
| 92. | Lindsey Freeman (N32) | U/a | 60m09s | 100. | Ernest Turnbull (E4) | U/a | 122m11s |
| 93. | Dave Haines (N20) | U/a | 65m04s | 101. | Howard Snook (N33) | U/a | 144m22s |
| 94. | Carol Moulton (E36) | CSMA | 74m14s | 102. | Phil Wells (E21) | Bexley | 177m02s |
| 95. | Simon Howe (N11) | ECMC | 77m09s | 103. | Dave Thomas (E37) | Phoenix | 184m05s |
| 96. | Ron Babbs (E11) | CSMA | 87m14s | 104. | Tony Ransom (N8) | U/a | 191m12s |
| 97. | John Boot (E61) | W Suffolk | 89m09s | 105. | John Lawrie (N18) | G Belt | 235m00s |
| 98. | Paul Clothier (E28) | CSMA | 91m11s | | | | |

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"QUOTES FROM THE NOTES....."

Keith Norman (M18) "Very enjoyable, had plenty of time to spend on this." Roger Lintott (M11) "Thanks once again, the best event in the Championship!" Andy Endersbee "Initially it all appeared formidable but fortunately I managed to get near the right wavelength no doubt because I have a similarly bent mind." Howard Simpson (M13) "Very enjoyable. Perhaps a little too easy? - though no doubt I have incurred more penalties than necessary...." Colin Hensman (M26) "A very good event. Well done. The right mixture of clues...." Phil Bird (M22) "A super event which I have thoroughly enjoyed....." W R Lynch (E19) "I missed the NELLY system of avoiding the centre-fold. On balance I also prefer an answer sheet; drawing tramlines is a test of patience and spoils an otherwise useable map. Good range of difficulty." Judyth Elliot (E35) "Very good event..." Phil Upton (M31) "It makes a change to actually have the chance to complete a rally!!" Richard Todd (E68) "The first time I have tried the Langer Park and it really was jolly good!" Simon Howe (N11) "And I thought I had a seriously warped, twisted, devious & completely deranged mind....!! All in all, bloody good fun and I'll see you on next year's!!" Glenys McClellan (N19) "Thank you for a very interesting rally.... It certainly kept my husband and I up late over the past few weeks!" Howard Snook (N33) "I'm afraid my 75 year old brain and eyes are not up to it..." Phil Wells (E21) "Most enjoyable - once again beaten by time..." Malcolm Price (M10) "Thanks again for an enjoyable but at times frustrating t.t. As usual the event demanded close attention to detail, but this year also searched the depths of the old grey matter." Andrew Crocombe (M16) "Thanks for an enjoyable route. Good variations of new and old ideas." Mick Wicks (M3) "very good..." Iain Tullie (E77) "Excellent event. More do-able than last year..." Nick Owen (E58) "Great! I thought that the mix of straightforward stuff, mind stretchers, confusers and downright impossible was excellent. See you next year...." Don Clarke (M9) "Just about the right mix; could have a go at all of the sections..." A P Hesp (N7) "A totally absorbing, entertaining and enjoyable event. Thank you." Pete James (M1) "An excellent event. Thanks. The best ever LANGER..." John Perthen (M12) "I enjoyed this event immensely..." Jeff Kitts "When I first received the final instructions I thought it was going to be one of those really hard ones but I have been pleasantly surprised and I have enjoyed doing it, even managing to 'crack' each section, which I have never done before. Enjoyed the variety.... Finally, the extra week made all the difference." (E30) Peter Harbord (E73) "Another excellent Langer Park!" Ian Begley (E3) "Had a very entertaining time attempting your rally, this time I could at least understand all the clues (except section 14).... Anyway, enjoyed doing this rally. The format is good and look forward to next year." Sean Austin (E31) "Thank you to everybody concerned for all of the time and effort put into organising this event. I thoroughly enjoyed it and I will certainly be back for 92/93 'Langer Park'. Thank you once again." Tony Nicholson (E53) "Thoroughly enjoyable, I'm pleased to complete 17 sections - the other 3 stumped me & ran out of time." Vince Gallo (E12) "..... twenty sections that are within the capabilities of all entrants...." Oh yeah? Well take the rough with the smooth and some of the stages were really good fun, section 18 in particular. Thanks for a months enjoyment." Pat Byrne (E7) ".... I enjoyed this event more than many of the previous Championship events of the last couple of years." Thomas Moore (E24) "I've thoroughly enjoyed doing all the sections I've completed but I cannot make any sense of 5, 6, 11, 14 & 18! Still I'm obstinate and will try again next year!"

A PLOT-BY-PLOT GUIDE TO THE LANGER PARK NATIONAL '91 TABLE TOP RALLY

In keeping with rally practice, arrival at a Control (or Passage Check) from the wrong direction incurs a penalty, but no further penalty upon leaving.

Those of you new to the LANGER PARK wondered about Secret Selectives (a few telephone calls were received on the subject). We define them as being predetermined sections of route between certain consecutive junctions that are known only to the organisers, used as our basis of marking.

We have headed each of the following sections with a breakdown of the total 'clean' together with penalties incurred in relation to Controls (MTC/PC) and Secret Selectives (SS).

SECTION 1

Clean: 77 Penalties: MTC 2m3s & SS 55m25s

Up ten gradient arrows (pointed end first). Through four spot heights (338, 326, 251 & 205). Down ten gradient arrows (open end first).

Route - Leave MTC 1 SSW, UGA in GS0660. B6265, UGA in GS0863, SH402, TL onto W, either W through Bridgehouse Gate as immeasurable difference to rejoin B6265. UGA in GS1465 and again, UGA in GS1364, TL onto Y, Gill Beck Fm white, SH129, 2 x UGA in GS1564 and 3 x UGA in GS1563. Via SH338, 326, 251 & 205 to B6451. DGA in GS1961, TL onto W just over River Nidd, SO B6165 onto W, TR on Y, DGA in GS2062 to B6165, LT to SH95, TL onto W, FL, LT onto Y, Fiddler's Green, 2 x DGA in GS2063, 2 x DGA in GS1964, TL W to B6165 RT, SH188, TL onto Y, 3 x DGA in GS1665. Over River Nidd, TR to MTC 2.

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| SS's - 1a - WSW083634 $\frac{1}{2}$ to 1074639 $\frac{3}{4}$ ENE | 1b - ENE1281644 $\frac{1}{4}$ to 1466391W |
| 1c - NNW162622 $\frac{1}{4}$ to 1686151SSE | 1d - W2001625 to 2021625WSW |
| 1e - SSW2351616 to 2346181NW | 1f - ESE2081636 $\frac{1}{2}$ to 19916381W |
| 1g - NNE1891639 to 183 645 NW | 1h - W1761652 to 1661657WSW |
| 1i - ENE1571655 $\frac{3}{4}$ to 1566541WNW | |

SECTION 2

Clean: 48 Penalties: MTC 4m10s & SS 103m07s

Alphanumeric code, easiest to start with 8 = four, then eventually able to work out that three = 0, six = 1, eight = 2, seven = 4, two = 5, nine = 6, zero = 7 and then the map refs are 068767, 112746 and 102751. Jon Jennings reckoned that it takes some sort of sick mind to name variables after numbers. It drove him mental!

Route - W from MTC 2, Nidderdale Way to GS0676, leave GS by N-most white, HL onto W into GS0877 as it does not go through New Houses as many of you plotted incorrectly. SH429, SH358, HR, Thrope Fm, twice over R. Nidd, SH174, Coville House Fm, Wath, up GA to MTC 3.

| | |
|------------------------------------|--|
| SS's - 2a - SSE0971731 to 0977321N | 2b - WSW0671766 $\frac{1}{2}$ to 07917681E |
| 2c - WNW0957661 to 1091768S | 2d - NE10117381 to 1007511SSW |
| 2e - N1007341 to 10117331SE | 2f - NE147678 to 1491675ENE |

SECTION 3

Clean: 98 Penalties: MTC 4m00s & SS 18m00s

Use twenty six grid squares in the alphabetical order/shape given.

Route - NNW ex MTC 3, to GS1868, TR, SO, SO to B6265 & LT. SH254, TR, High North Fm, TL onto North Owl white, SOX in GS2267, SH114, SH172, SH202, SH257 & 239 to MTC 4.

| | |
|---------------------------------------|--|
| SS's - 3a - WSW1896851 to 18716801SSW | 3b - WSW1981661 to 2096681ENE |
| 3c - WNW2271655 to 22816631NNW | 3d - WSW2381692 $\frac{1}{2}$ to 23816921NNW |
| 3e - SSE23217011 to 226700WSW | |

SECTION 4

Clean: 69 Penalties: MTC 2m00s & SS 69m01s

Convert pre-1971 currency of Pounds, shillings & pence into old pennies (£ = 240 d & 1 Shilling = 12d). This will then equate to spot heights to use. The reference to the 'Banks' meant Winksley Banks.

Route - W from MTC 4, SH273, SH386, SH396, SH429, SH339, SH258, SH194, SH167, School, Shaw's Fm, RT, SO, western white loop to SH251 being shorter measure than via Y. SH288, LT, FR, RT, Biggin Grange, SH139, 240730, Winksley Banks, Toldrum, TL & LT to MTC 5.

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| SS's - 4a - ENE134 $\frac{3}{4}$ 718 $\frac{1}{2}$ to 135 $\frac{1}{4}$ 727 $\frac{1}{2}$ NNW | 4b - ESE114 $\frac{1}{4}$ 750 $\frac{1}{2}$ to 136 $\frac{1}{4}$ 772NE |
| 4c - WSW176 $\frac{3}{4}$ 806 $\frac{1}{4}$ to 186 $\frac{1}{2}$ 806 $\frac{1}{2}$ ESE | 4d - N210799 to 195 $\frac{1}{2}$ 799W |
| 4e - NNW189 $\frac{1}{4}$ 783 $\frac{1}{4}$ to 188780 $\frac{1}{4}$ SW | 4f - WNW196 $\frac{3}{4}$ 745 to 227 $\frac{1}{2}$ 742 $\frac{3}{4}$ SSE |
| 4g - WNW230732 $\frac{3}{4}$ to 236 $\frac{1}{2}$ 732 $\frac{1}{4}$ SE | 4h - NNE250 $\frac{3}{4}$ 712 $\frac{1}{2}$ to 239 $\frac{1}{2}$ 713SSW |

SECTION 5

Clean: 84 Penalties: MTC 2m04s & SS 55m14s

Self-explanatory section. The only problems really seemed to concern the 'H' instruction which = Hairpin.

Route - Horsleygate Fm, LT onto B6265, SO, HL to Y, W to '27', B6265, Studley Park, Water Garden, Abbey, Spa Gill Wood white, SH104, SH143, SH201, TL, SH159 to MTC 6.

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| SS's - 5a - SW256696 $\frac{3}{4}$ to 266 $\frac{1}{4}$ 699 $\frac{1}{2}$ NW | 5b - W277 $\frac{1}{2}$ 702 $\frac{3}{4}$ to 278703 $\frac{1}{2}$ SSE |
| 5c - N278 $\frac{3}{4}$ 690 to 280 $\frac{1}{2}$ 686WSW | 5d - ESE249694 to 243687 $\frac{1}{4}$ SSW |
| 5e - WNW249 $\frac{1}{4}$ 674 $\frac{3}{4}$ to 255669 $\frac{1}{2}$ NE | |

SECTION 6

Clean: 75 Penalties: MTC 2m00s & SS 230m23s

Measurements in km N,E,S & W from Graticule Intersection (blue crosses) in GSs 2765, 3265 & 3865. Hence seeing 'G I BLUES' three times!

Route - A, SH144, B, C, SH134, D, E, SH172, SH174, SH155E, SH134, SH128SSE, F, HR onto B6165, G, High Rails Fm, H Ripley roundabout, A61, to GS3064, Markington, FL, RX, I, TR onto white, RT, Hall, SOX, J, K, HR onto A61, L, SH77, Riseley, M, Burton Leonard, FR, N, SH48, LT, O, SH36, RT, HL, P, SH42, white loop in GS3266 for Q, R, S & T. SH23, SH17, SH27, Wheatlands Fm, U, SH27, SH27, Copgrove, Occaney, SH68, SH49, V, Low Arkendale white, W, A6055, X, SH39, TL onto white, Y, RT, Z to MTC 7.

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| SS's - 6a - NNW277 $\frac{1}{2}$ 669 $\frac{3}{4}$ to 277 $\frac{1}{4}$ 662 $\frac{1}{2}$ SW | 6b - ENE240 $\frac{1}{2}$ 649 $\frac{3}{4}$ to 245 $\frac{3}{4}$ 636 $\frac{1}{2}$ E |
| 6c - N278614 to 267 $\frac{1}{2}$ 616WSW | 6d - S303633 $\frac{1}{2}$ to 305649WNW |
| 6e - SSE285657 $\frac{3}{4}$ to 294662ESE | 6f - NNW328635 $\frac{3}{4}$ to 326633 $\frac{1}{4}$ WSW |
| 6g - SE327661 $\frac{1}{4}$ white to 326 $\frac{1}{4}$ 662NW | 6h - NE365651 $\frac{3}{4}$ to 356 $\frac{1}{2}$ 649 $\frac{1}{2}$ S |
| 6i - N351619 $\frac{1}{4}$ to 352619 $\frac{1}{4}$ SE | 6j - S383614 to 377 $\frac{1}{2}$ 617NE |

SECTION 7

Clean: 65 Penalties: MTC 4m02s & SS 206m19s

Self-explanatory section. x = white (w-hit-e); - = red (in time-honoured tradition); * = yellow (b/y-ellow) and + = brown (bro-kendo-wn). Spot heights were 24 (Hours in a Day) and 65 (Age of Retirement); chauvinistically for men of course!

Route - SOX, thru Minskip, SH29, over A1(T), white loop N of Cemy, Devil's Arrows, B6265, Hall white, SO at B6265 onto Y, TR, LT, SO, TL onto white, LT with B6265, TR onto Y under 'i', white under Aldborough church with tower, rejoin Y to B6265, SH24, Heaton Ho, Glebelands Fm, LT, southbound on A1(T), Grafton Grange, white loop near Grafton Tower, B6265, Hundayfield white, Lower Dunsforth, Upper Dunsforth, SH28SSE, Great Ouseburn, Little Ouseburn, B6265, Great Ouseburn Moor, Claro Ho, SO A1(T), SH65, TL onto white, Arkendale, A1(T) northbound,

Via the just-about-white layby in GS 4062, A1(T) to GS3869, thru Martonle-Moor and via GS 3771 to MTC 8.

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| SS's - 7a - E390649 to 392 $\frac{1}{2}$ 655 $\frac{1}{4}$ NNE | 7b - S394 $\frac{1}{4}$ 665 $\frac{1}{4}$ white to 392 $\frac{1}{2}$ 665WSW |
| 7c - NW396 $\frac{1}{4}$ 667 $\frac{1}{2}$ to 396 $\frac{3}{4}$ 666 $\frac{1}{4}$ S | 7d - E395 $\frac{3}{4}$ 665 to 395 $\frac{1}{2}$ 663SSW |
| 7e - SW399664 $\frac{1}{4}$ to 398666 $\frac{1}{4}$ ENE | 7f - NNW406 $\frac{1}{4}$ 662 $\frac{1}{4}$ to 405 $\frac{1}{4}$ 661 $\frac{3}{4}$ SSW |
| 7g - NNW413649 $\frac{3}{4}$ to 408646 $\frac{1}{4}$ NW | 7h - N401628 $\frac{1}{4}$ to 416 $\frac{1}{4}$ 632 $\frac{1}{2}$ NNE |
| 7i - SE420 $\frac{1}{4}$ 632 $\frac{3}{4}$ to 421 $\frac{3}{4}$ 635NE | 7j - NNW427 $\frac{1}{2}$ 632 $\frac{1}{2}$ to 429636 $\frac{1}{4}$ ENE |
| 7k - NE430 $\frac{3}{4}$ 626 to 435618ENE | 7l - ESE396607 $\frac{3}{4}$ to 388610E |
| 7m - S400 $\frac{1}{4}$ 627 $\frac{1}{4}$ white to 400 $\frac{1}{4}$ 628 $\frac{1}{2}$ N | 7n - ENE380 $\frac{3}{4}$ 699 $\frac{1}{2}$ to 379 $\frac{1}{2}$ 702 $\frac{1}{4}$ NNW |

SECTION 8

Clean: 24 Penalties: MTC 2m44s & SS 219m34s

A total of nine spot heights which we disguised as times to pass through. By treating 12 o'clock as 00:00 take the minutes (remembering that an hour is 60 minutes) and convert them to the spot heights. Nearly half of you missed the instruction to leave MTC 8 to the E, and some weren't sure whether the first three SHs were to be used or not. By using 'observe' rather than visit the seeds of doubt were sown! Quite a few chose a longer route by keeping to the B6265 instead of using the Y when leaving the roundabout in Ripon. We allowed you freedom of route thru' Lightwater Valley. The Boroughbridge battle of 1322 was also a deliberate red herring!

Route - E out of MTC 8 then use white loop to the south. LT, TL, LT, TR, thru 'Skelton Windmill', B6265 - SH25, TR onto Y in Langthorpe (oops), Broom Close, 2 x '+' in Skelton on Ure, white to SH36, SH39SSW, rejoin B6265 in GS3370, Exit on Y from Ripon roundabout and rejoin B6265, LT, TR onto red, A6108, SH47, TR onto white at CH, CASTLE DIKES, A6108 - RT, TL, Lightwater Valley, Potgate Fm, LT, SH82, Greenass Fm, SH115, SH138, SH158, via 227 $\frac{1}{2}$ 765, Ilton Grange Fm, SH224 to MTC 9.

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| SS's - 8a - NNE377693 to 378 $\frac{1}{2}$ 692SSW | 8b - ESE384 $\frac{1}{2}$ 672 $\frac{3}{4}$ to 365680 $\frac{3}{4}$ NNW |
| 8c - ESE358701 to 352 $\frac{3}{4}$ 692 $\frac{1}{4}$ NNW | 8d - SSE312 $\frac{1}{4}$ 710 $\frac{1}{2}$ to 312 $\frac{1}{2}$ 711 $\frac{1}{4}$ NNE |
| 8e - SW312 $\frac{1}{2}$ 718 $\frac{1}{4}$ to 312719 $\frac{1}{4}$ NW | 8f - SSE300756 $\frac{3}{4}$ to 292 $\frac{1}{2}$ 754 $\frac{1}{2}$ N |
| 8g - E278755 $\frac{1}{2}$ to 273 $\frac{1}{2}$ 751 $\frac{3}{4}$ SSE | 8h - E253750 to 240 $\frac{3}{4}$ 744 $\frac{3}{4}$ SW |
| 8i - SE227 $\frac{1}{2}$ 763 $\frac{1}{4}$ to 228 $\frac{1}{4}$ 765 $\frac{1}{2}$ | |

SECTION 9

Clean: 11 Penalties: MTC 2m00s & SS 180m50s

Self-explanatory section but catching out so many, especially missing the white loop into GS2379's SE quarter. The double visit applied to GS3380 as we considered that the (left hand side of) road had not left GS3274! Some also missed GS3177 by incorrectly using the Mire Barf Fm white.

Route - NE from MTC 9, Swinton Green, Nutwith Cote white loop, SH84, Masham, A6108, SH105, SH52ENE, FL, RX, LT, TR, LT, East Tanfield to GS3177, SHs 43, 49, 44 to B6267 to A1(T) but join by the shorter route white in GS3380 (yes, it does go!), turn R across d-c onto Y, Middleton Quernhow, Wath, SH26, thru 'Hutton', RT onto A61 & TL to MTC 10.

| | |
|--|--|
| SS's - 9a - W226 $\frac{1}{4}$ 788 $\frac{1}{4}$ white to 228 $\frac{1}{2}$ 790N | 9b - WSW234 $\frac{1}{4}$ 813 to 235 $\frac{1}{4}$ 811 $\frac{1}{2}$ SSE |
| 9c - WSW269788 $\frac{1}{2}$ to 273 $\frac{1}{2}$ 789NE | 9d - NNW287 $\frac{1}{2}$ 782 $\frac{1}{2}$ to 288 $\frac{3}{4}$ 782SE |
| 9e - WNW310 $\frac{1}{2}$ 779 to 307 $\frac{1}{4}$ 782 $\frac{1}{4}$ NNW | 9f - SW317803 $\frac{1}{2}$ to 326807 $\frac{3}{4}$ ENE |
| 9g - N337 $\frac{1}{2}$ 806 $\frac{3}{4}$ to 337 $\frac{3}{4}$ 805 $\frac{1}{4}$ SSE | 9h - N336785 $\frac{1}{2}$ to 335 $\frac{3}{4}$ 785S |
| 9i - ENE323 $\frac{1}{2}$ 770 $\frac{3}{4}$ to 322 $\frac{3}{4}$ 770SW | 9j - NNE323733 $\frac{3}{4}$ to 321 $\frac{3}{4}$ 724SW |

SECTION 10

Clean: 15 Penalties: MTC 2m00s & SS 149m165s (yes, this is right!)

This was the one that we thought would cause some problems. To some extent we were right but it was well attempted by just about everyone. Bob Dennison considers our aircraft are reasons for the number of A1 accidents! Don Clarke's solution was to use a Bofors AA gun to shoot all the aircraft down!

Route - Y to Marrow Flatts Fm, TR, SO, TL, Hutton Moor Closes, TL & LT onto A1(T) northbound, slip road onto A168(T), SHs 27 & 32, TR @ staggered Xroads over A168(T) & SOX, Poplar Hill, TR, '74', Aram Grange, rejoin A168(T) westbound, FL onto white by Cemy, Dishforth, LT, Studforth, RT, SH17, SH23NNW, thru 'Hill', touch ends of runways C & B, avoid SH35, and join Y at radiomast. Y to A1(T) southbound, exit next Y in GS3870, LT, SH27, SH17NE to MTC 11.

Runway A runs parallel to A1(T); runway B runs SW to NE and runway C runs W to E. The crossing points are 1) $372\frac{1}{2}721\frac{3}{4}$, 2) $400\frac{1}{4}750$, 3) $416\frac{3}{4}720\frac{1}{2}$, 4) $374\frac{3}{4}724\frac{1}{4}$, 5) $378\frac{3}{4}711$ & 6) $386\frac{3}{4}702\frac{1}{4}$.

| | |
|--|---|
| SS's - 10a - NW365 $\frac{1}{4}$ 719 to 366 $\frac{1}{4}$ 718 $\frac{1}{2}$ ENE | 10b - SW372 $\frac{1}{2}$ 731 $\frac{1}{4}$ to 377734ENE |
| 10c - WSW397751 to 399 $\frac{3}{4}$ 750 $\frac{1}{2}$ SE | 10d - S398749 $\frac{1}{4}$ to 396748SW |
| 10e - NE381 $\frac{1}{4}$ 731 $\frac{3}{4}$ to 382 $\frac{3}{4}$ 729 $\frac{1}{4}$ E | 10f - ENE399707 $\frac{1}{2}$ to 393 $\frac{3}{4}$ 712 $\frac{1}{2}$ NW |
| 10g - ESE385 $\frac{1}{2}$ 723 $\frac{3}{4}$ to 384723 $\frac{1}{2}$ WSW | 10h - SW378726 $\frac{1}{4}$ to 372 $\frac{1}{4}$ 723 $\frac{1}{4}$ SSE |
| 10i - NW385 $\frac{1}{2}$ 701 $\frac{1}{2}$ to 390 $\frac{1}{2}$ 704 $\frac{1}{2}$ SSE | |

SECTION 11

Clean: 82 Penalties: MTC 4m01s & SS 112m16s

Herringbone that worked anti-clockwise starting in the bottom line, between the sixth and seventh junctions. Dotted routes represented white roads. With many 'junctions' being omitted because of their proximity to the map edge, and therefore 'not existing' ! Hence the white and coloured diagram sections between some junctions. There may well be a good case for an extra white junction off to the right just on entering GS4376 but it didn't stop the routecard plotting with the finish MTC quoted. The other iffy one was the white off to the left in GS4370 - it appears that two whites approach one another from each direction but without actually joining! Pete James made a wonderful comment - "One road goes to back door, one to front door but a quick dash through the lounge should do it!"

Route - SHs 16 & 25, TR onto white, rejoin Y TL, SO and TR thru 'H', Hall, SH23, The Carrs, SH14, Myton Moor, Derrings Fm, Moorhouse Fm, white Xroads in GS4471, New Mills, SHs 26, 27 & 28. Thru 'P' onto airfield, TL, TR, RT, HR, TL, TLX, HR, LT, TRX, GS4176, SO, TL, SO, exit airfield LT, TR, SO, LT, SH28, Lower Moor Fm, via white lay-by in GS4579 into MTC 12.

| | |
|--|--|
| SS's - 11a - N438 $\frac{1}{4}$ 702 $\frac{1}{2}$ white to 437 $\frac{1}{2}$ 700 $\frac{3}{4}$ ENE | 11b - NNW441 $\frac{1}{2}$ 695 $\frac{1}{4}$ to 444688 $\frac{1}{4}$ SSW |
| 11c - SSE455676 to 452681 $\frac{1}{4}$ ENE | 11d - WSW450699 $\frac{1}{4}$ ENE to ESE447705 $\frac{1}{4}$ WNW |
| 11e - SSW442 $\frac{1}{2}$ 742 $\frac{1}{4}$ to 423 $\frac{3}{4}$ 746 $\frac{1}{2}$ NE | 11f - ESE431 $\frac{1}{4}$ 762 $\frac{3}{4}$ to 428761SSE |
| 11g - ENE423750 $\frac{3}{4}$ to 419 $\frac{3}{4}$ 751NE | 11h - SSE417753 $\frac{1}{2}$ to 414 $\frac{1}{2}$ 753 $\frac{3}{4}$ NE |
| 11i - SE426763 $\frac{3}{4}$ to 429 $\frac{1}{2}$ 765 $\frac{1}{4}$ ENE | 11j - SSE450 $\frac{1}{4}$ 789 $\frac{3}{4}$ to 454 $\frac{1}{2}$ 799W |

SECTION 12

Clean: 82 Penalties: MTC 2m01s & SS 204m03s

Grouped by grid square, Overs, Unders & Ups (Bridges, Electric Transmission Lines & Gradient Arrows). Ran right up the E side of the map and back down. Part of 'O' in ninth/tenth was not a printing error but quite deliberate as the intended plot. The ETLs and GAs later in the routecard tripped up the unwary.

Route - Spring 'Ho', UU A168(T) & O Cod Beck (GS4380), O Cod Beck & UU A168(T) (GS4381), U A168(T) (GS4481), U A168(T) (GS4381), TR @ roundabout OO A19 (T) (GS4382/4482), HL onto white, OO A168(T) (GS4383), SHs 36 & 38. Left @ roundabout, O Cod Beck, TR, O Cod Beck, join A19(T) northbound. U Y (GS4388), O Y (GS4389), U ETL (GS4394), OO Cod Beck and A684 (GS4496). Join A684, U ETL (GS4396), SH104, U ETL (GS4398), Rejoin A19(T) northbound, sliproad OO A19(T) (GS4499), rejoin A19(T) southbound, Clack Ho, U GA (GS4497), SH134, A19(T) southbound, U ETL (GS4394), Hollins Fm, U ETL & UU GAs (GS4493), SH124, U ETL (GS4491), U ETL (GS4490), SHs 101, 119, U ETL (GS4489), U A19(T) (GS4389), SO, LT, RT, O Broad Beck & OO A19(T) (GS4388), TR join A19(T) south.

U white & O sliproad (GS4284), O Y (GS4384 - just!), U white (GS4383), U R (GS4482), O nothing & O A170 (GS4481), O Y (GS4381), O Y & O Cod Beck (GS4380), O railway & U B1448 (GS4279), sliproad UU A168(T) (GS 4076) to MTC 13.

| | |
|--|--|
| SS's - 12a - SE434 ¹ 807 ¹ / ₂ to 432 ¹ 811ENE | 12b - SE439 ¹ 816 ¹ / ₂ to 433 ¹ 821 ¹ / ₂ W |
| 12c - WSW44 ¹ 823 ¹ / ₂ to 434 ¹ 831 ¹ / ₂ WSW | 12d - SE424 ¹ 844 ¹ / ₂ to 421 ¹ 846 ¹ / ₂ NNW |
| 12e - W424 ¹ 852 ¹ / ₂ to 425854NNE | 12f - SSW439957 to 440 ¹ 871WNW |
| 12g - WNW445 ¹ 996 ¹ / ₂ to 442 ¹ 987 ¹ / ₂ S | 12h - NE454964 ¹ / ₂ to 453 ¹ 962 ¹ / ₂ SW |
| 12i - NE444912 to 445 ¹ 904 ¹ / ₂ ENE | 12j - ENE439 ¹ 891 ¹ / ₂ to 428 ¹ 892 ¹ / ₂ S |
| 12k - WNW431 ¹ 880 ¹ / ₂ to 431879SSW | 12l - NNE408 ¹ 763 ¹ / ₂ to 407 ¹ 761 ¹ / ₂ SW |

SECTION 13

Clean: 63 Penalties: MTC 4m01s & SS 97m12s

Basically the plots were differences of a simple mathematical nature. The most common error occurred with some of you using SH34 in GS4280 instead of the intended in GS4181. Answers were:-

- i) - 33 (15 + 3 + 6 + 2 + 12 + 15)
- ii) - 31 (5 x 7 - 4)
- iii) - 28 (7 + 7 + 7 + 7; the other four numbers increased by 5)
- iv) - 25 (5 x 5; 25 x 25; 625 x 625)
- v) - 34 (10 + 9 + 8 + 7 + 6 + 5)
- vi) - 37 (11 + 5 + 6 + 7 + 8 + 9)
- vii) - 26 (13 x 2 x 2)
- viii) - 35 (5 x 7 x 7)
- ix) - 27 (0 + 10 + 9 + 8 + 7 + 6 + 5 + 4)
- x) - 24 (1 day = 24 hours = 1440 minutes = 86400 seconds)
- xi) - 33 (3 x 11)
- xii) - 27 (3 x 9; 9 + 18; 45 - 18)
- xiii) - GS3486 (Alphabet backwards 2/3 times; similar sequence forwards for nos.)
- xiv) - 37 (6 + 16 + 15 + 14 + 13)
- xv) - 32 (24 + 8 + 12 + 16)

Route - Park Ho, A61, SH33, SH31, SH28, SH25, SO, SO, FL onto white, W & N around airfield to rejoin A167 at Sandhutton, RT, TL, TL, A61, SH34, Cemy, SH37, TR onto white at Avenue Grange, southern most white at Manor Ho, SH26, SH35, TLX in South Otterington, SH27, SH24, SH33, SH27, GS3486, thru 'Maunby', Wathstones, SH37, A167, SH32 to MTC 14.

| | |
|---|--|
| SS's - 13a - NNE388755 ¹ / ₂ to 381 ¹ 757 ¹ / ₂ WNW | 13b - SSE352 ¹ 781 ¹ / ₂ to 354783 ¹ / ₂ NE |
| 13c - SSW367 ¹ 801 ¹ / ₂ to 365 ¹ 805 ¹ / ₂ WSW | 13d - WSW381 ¹ 821 ¹ / ₂ to 381 ¹ 820 ¹ / ₂ SE |
| 13e - WSW426 ¹ 819 ¹ / ₂ to 422 ¹ 823WNW | 13f - ENE388 ¹ 858 ¹ / ₂ WSW to 387 ¹ 859NNW |
| 13g - SE373 ¹ 875 ¹ / ₂ to 368 ¹ 875SW | 13h - E349 ¹ 863 ¹ / ₂ to 348 ¹ 866NW |
| 13i - NW357 ¹ 875 to 362886NW | |

SECTION 14

CANCELLED - We're not intending to tell you what the solution was because we may use it again in the future!

SECTION 15

Clean: 49 Penalties: MTC 2m14s & SS 114m19s

Straightforward grid shift where 380930 (MTC 15) = 240703¹/₂ (MTC 5). Despite the routecard instruction some departed MTC 15 NW'ly. Errors varied from missing the St Helen's Cott white in GS4289; taking the longer route in GS 3698 to passing through Thrintoft (GS3293) also a longer route.

Route - E exit from MTC 15, SH85, SHs 72 & 64, Brockholme Fm, Thieffhole Fm, TR onto white, Y thru Thornton-le-Moor, SH65, white lay-by in GS4087, Lowfield Ho, Knayton Grange white, thru 'Borrowby', St Helen's Cott white, Y & W to join A684 in GS4196, N'ly white loop in GSs 3896/3796, LC, SH48, white just above '1138 Battle', A167 S to GL96, Brick Ho, Y thru GS4398, SHs 34, 52, 39, 47, 47, 43, B6271, SH46, 36 & 43, Langton Wood, SHs 53 & 58 (B6271) to MTC 16.

SS's - 15a - NE391 $\frac{3}{4}$ 901 $\frac{1}{2}$ to 393 $\frac{1}{4}$ 886 $\frac{3}{4}$ SSW 15b - NW388 $\frac{1}{4}$ 881 to 394882 $\frac{3}{4}$ ENE
 15c - NNW405 $\frac{1}{2}$ 876 $\frac{1}{2}$ white to 406 $\frac{1}{2}$ 874 $\frac{3}{4}$ SSE 15d - WSW424 $\frac{1}{4}$ 875 $\frac{3}{4}$ to 426 $\frac{3}{4}$ 883 $\frac{1}{4}$ NNW
 15e - SW426 $\frac{1}{2}$ 893 $\frac{3}{4}$ to 428 $\frac{1}{4}$ 897 $\frac{1}{4}$ NNW 15f - S426947 $\frac{1}{2}$ to 418968 $\frac{1}{4}$ WSW
 15g - ENE381 $\frac{1}{2}$ 966 $\frac{1}{4}$ white to 377 $\frac{1}{2}$ 964 $\frac{3}{4}$ WSW 15h - SSE363983 $\frac{1}{2}$ to 360982 $\frac{1}{2}$ S
 15i - NNE358959 $\frac{3}{4}$ to 356 $\frac{1}{2}$ 965NNW 15j - NE338 $\frac{1}{2}$ 987 $\frac{1}{2}$ to 336 $\frac{1}{4}$ 986WSW
 15k - N296964 $\frac{1}{2}$ to 308 $\frac{3}{4}$ 954 $\frac{1}{4}$ E

SECTION 16

Clean: 44 Penalties: MTC 2m05s & SS 152m11s

Many twigged that there must be a significance to the numbers when there appeared to be a clash of routes with the start of the next section. The key concerned the railwayman; therefore the 'X' represented LCs and then the numbers related to grid squares with the digits added to together, which was why this was shown with MTC 16 & 17. Many fell foul of the CRO rule.

Route - 18 (GS3492), Y loop off A684 - 17 (GS3392) & 16 (GS3292). Another Y loop off A684 - 13 (GS3091) & 21 (GS2991). 19 (GS2890), Thoroughway Ho, A684 NE'ly, 27 (GS2889), join A1(T) n'bound via Services, exit W'ly in GS2693, Waste Wood, thru '24', A684, Great Crakehall Y south of P & PH, 22 (GS2389), SHs 63 & 52, A684 to MTC 17.

SS's - 16a - ESE327 $\frac{1}{2}$ 925 $\frac{1}{4}$ to 328920 $\frac{3}{4}$ WSW 16b - NE297 $\frac{1}{4}$ 922 $\frac{1}{4}$ to 302909 $\frac{1}{4}$ SW
 16c - SSE281 $\frac{1}{2}$ 910 to 273 $\frac{1}{4}$ 887NE 16d - SSE265 $\frac{1}{4}$ 934 $\frac{1}{2}$ to 256 $\frac{1}{4}$ 932 $\frac{3}{4}$ W
 16e - NNE241 $\frac{1}{4}$ 901 $\frac{1}{2}$ to 242 $\frac{1}{2}$ 900 $\frac{3}{4}$ E 16f - NNE238 $\frac{1}{2}$ 891 to 249 $\frac{1}{4}$ 889E

SECTION 17

Clean: 4 Penalties: MTC 496m03s & SS 259m22s

Two main errors incurred the majority of penalties. 1) Quite a few people did not mark the PCs despite the instruction in Rule 10; and 2) not using the Pasture Ho white thru GS2386/2286. The vast majority passed through the church with tower in GS2385 which had not been given as a bunker! However, the vast majority did spot the significance of the tee colours, ie - first colour in, last colour out. We did omit the chapel (+) in GS0785 but there was no alternative route having been asked to pass through '2' in the same GS. Our apologies for that.

Route - A684, B6268, TL, Schs, SH31 (PC18), B6285 to A1(T) s'bound, white to Swainby Abbey, SH28, Roman Castle, Pickhill church, SE SH32 (PC19), A1(T) (Roxby Ho white doesn't go!), Kirklington, Kirklington Low Wood, Camp Hill Plantn, Breach Ho, SH33 (PC20). Arboretum white, Perrow, Thorp, SH54 (PC21). SHs 53 & 56, Well church, Langwith Ho, Ladybridge, 29, Nosterfield, SH45 (PC22), B6267 to SH136 (PC23). B6268 to Mile House Fm, SH53 (PC24). Rand Hill Plantn, approach Hall from S, Pasture Ho, Halfpenny Houses, SH108 (PC25). SH94, Bridge, A6108 SE'ly, 83, SH101, SH96 (PC26). Cross, Warren Ho, Low Newstead, A6108, SH107 (PC27). Ulshaw, Danby Hall, SH158, Thornton Steward, Thornton Grange, SH136 (PC28), Stubbing Nook, High Pond Ho, SH87 (PC29). Mudfields Fm, Newton-le-Willows, A684, SH78, SH118 (PC30). Scrogg Fm, A684, Croft Wood, SH176 (PC31). SH132N, Harmby, High Side, SH224 (PC32). A6108/A684/A6108, Middleham, Manor House Fm, SH154 (PC33). Coverham white loop, SHs 176, 218, 225, Melmerby, SH366 (PC34). West Witton chapel and church, Alma Fm, Haremire Ho, Gillfield Wood, SH304 (PC35) and ENE to MTC 36.

SS's - 17a - NE266880 $\frac{1}{2}$ to 267879NE 17b - NW303858 to 306 $\frac{1}{4}$ 852 $\frac{3}{4}$ SE
 17c - NE342 $\frac{1}{2}$ 845 $\frac{1}{4}$ to 345842 $\frac{1}{4}$ SE 17d - ENE318 $\frac{3}{4}$ 814 to 314 $\frac{1}{4}$ 824 $\frac{1}{4}$ WSW
 17e - SSE302 $\frac{3}{4}$ 822 $\frac{1}{2}$ to 298 $\frac{1}{2}$ 821 $\frac{3}{4}$ WNW 17f - SSE263 $\frac{3}{4}$ 844 to 260 $\frac{3}{4}$ 852 $\frac{1}{4}$ NE
 17g - SSW279 $\frac{1}{2}$ 819 $\frac{1}{2}$ to 294816 $\frac{1}{4}$ S 17h - ENE265 $\frac{3}{4}$ 808 $\frac{3}{4}$ to 261809 $\frac{1}{4}$ WNW
 17i - SSW239 $\frac{1}{2}$ 843 $\frac{1}{4}$ to 246852 $\frac{3}{4}$ NNE 17j - E222 $\frac{1}{2}$ 861 $\frac{1}{4}$ to 222 $\frac{3}{4}$ 857 $\frac{1}{2}$ S
 17k - NE184855 $\frac{1}{4}$ to 179852 $\frac{1}{4}$ SSE 17l - SSE185 $\frac{1}{4}$ 831 to 176 $\frac{1}{4}$ 833WNW
 17m - E144 $\frac{3}{4}$ 859 $\frac{3}{4}$ to 144 $\frac{1}{2}$ 860 $\frac{1}{4}$ N 17n - S159878 $\frac{3}{4}$ to 163879 $\frac{3}{4}$ SE
 17o - WSW211 $\frac{1}{4}$ 879 to 217875 $\frac{3}{4}$ N 17p - NE166 $\frac{3}{4}$ 913 $\frac{3}{4}$ to 167911SW
 17q - SSE131898 $\frac{3}{4}$ to 128899 $\frac{1}{4}$ NNE 17r - NE104863 to 102 $\frac{1}{4}$ 864 $\frac{1}{4}$ WSW
 17s - NEO79 $\frac{3}{4}$ 850 $\frac{3}{4}$ to 077 $\frac{1}{4}$ 853WSW 17t - SO62 $\frac{3}{4}$ 884W to 063 $\frac{3}{4}$ 884ENE

SECTION 18

Clean: 63 Penalties: MTC 6m12s & SS 88m24s

Malcolm Price says I should be shot for this routecard! I must confess this to be my favourite; so simple but deceptive. It's an alphanumeric conversion but with a twist - because the secret was in the 'part-exchange' instruction. The conversion is RIFLE RANGE

to numbers 01234 56789 but the twist is the letters passed through on route are left unconverted. The groupings were of no significance.

Route - NW exit from MTC 36, L, GLs 93, 08, 94, 08, 95, 09, 96, 10, 97, 11, 11, 10, 98, 10, SH165, L, Ellerton Lodge, 11, n, e, 98, 97, 96, 12, 95, 12, 94, 11, g, 3, 93, 11 to MTC 37.

SS's - 18a - SSE073³945¹₂ to 106¹967³₄NW 18b - SW110³977¹₄to 099¹973¹₂W
18c - E091¹974¹₄to 111³988¹₂SSW 18d - ENE117¹958¹₂to 126949¹₂SW

SECTION 19

Clean: 52 Penalties: MTC 6m30s & SS 108m20s

Credit must go to the RALLY ROUND for this idea because it was a spin-off from one of their routecards from a year or two ago. The dates, when taken as days of the year (1991) relate to spot heights to pass through. Let's see if it works, but wait.... Over 25% of you did not read the instruction to exit MTC 37 to the east! The first white does not appear to go as it disappears into the church tower but we've accepted that or the next one to the east so providing some attempt has been made to use either white no penalty has been incurred.

Route - Leave MTC 37 to the east, join A6108 s'bound, Red Bank Fm, SH164, Barden Old Hall, Halfpenny Ho, Dykes Ho, SH299, LX, Coalpit Hill, SH231, SH279, MR152¹976¹₂, optional routes to Y, West Wood white, SH144, Scotton Hall, Oak Grange, SH205, Tunstall Grange, SH134, Y to A6136, white loop to the north avoiding SH129, rejoin A6136 to MTC 38.

NB - The white through GS2097 does not go, it stops as Sour Beck.

SS's - 19a - SW151¹937¹₄to 126¹950¹₂NE 19b - S129¹956¹₂to 135965¹₁NNE
19c - N135¹986¹₂to 141³983¹₁NNE 19d - WSW149¹976¹₄to 152¹976¹₁ESE
19e - WSW171¹988¹₂to 173989¹₁NNW 19f - NNE188953¹₄to 185¹945¹₁E
19g - WSW203960to 199¹966¹₁NNW 19h - SE190¹979to 192980¹₁ESE

SECTION 20

Clean: 49 Penalties: MTC 6m21s & SS 122m32s

Northings & Eastings grid lines as prefixed by 9 and 2 respectively. Getting the right sequence was the only thought provoker. Again, a lot of you missed the approach instruction to MTC 39.

Route - A6136, SH84SSE, SH118, shorter route via Hornby Park, SH56NNW, Catterick, over A1(T), A6136, B6271, return loop under A1(T), MR250³993²₄W, SH51SSE, Ellerton Hill, Harmire, B6271, North Lowfields, SH34, Kirkby Hall, Melton Ho, join A1(T) in GS2595 NW'ly, to Catterick intersection and return s'bound, MR253¹955¹₄to MTC 39.

SS's - 20a - NNW214¹972¹₂to 219³961¹₂SW 20b - WNW236¹937¹₄to 243¹937¹₁NNW
20c - SE235¹973¹₄to 239977¹₁NNE 20d - SSE226¹995¹₄W brown to 225¹998¹₄E
20e - N250³992²₄to 244³993¹₁SSW 20f - WSW260980¹₂to 276³987¹₄SSE*
20g - E279¹982to 278981¹₂W 20h - NW290³965to 286944¹₂NNW
20i - NNE276³946¹₄to 269³943¹₂NW 20j - ESE238³972¹₂to 241³973¹₁S

* As we do not know whether a white passes through Fatten Hill Plantn or not we have made no penalties to the people that tried it!

That's it for another year. We hope that you've had as much fun from solving the routecards as we've had from presenting them to you. Don't kick yourselves too hard - we need your support on the next LANGER PARK !

NATIONAL TABLE TOP RALLY CHAMPIONSHIP
(sponsored by Rally Navigation Services)

1991/92 Championship News

Bulletin No. 2

It was pleasing to note that the LANGER PARK attracted it's most entries in three years and that the competitors were equally pleased with the degree of difficulty presented to them. Most thought the mix to be just right.

There were 151 entries with 70% (105) returning maps for marking. Championship aspirations were dealt a blow with many of the usual contenders well outside the top ten - good for keeping the situation open into the final round. Dave Collins from Melksham achieved his first National Championship victory, from Keith Norman (Oxford), Doug Heard (West Monkseaton), Mick Lowe (Matlock) and Pete Smith (Grantham).

The following table has approximately twenty more contenders than at this time last year - another encouraging aspect. The final Bulletin/Championship positions will be published to coincide with the RALLY ROUND results.

CHAMPIONSHIP TABLE

| Posn. | Competitor | PF | N | LP | Total | Posn. | Competitor | PF | N | LP | Total |
|-------|-------------------|---------------|---------------|---------------|-------|-------|-------------------|---------------|---------------|----------------|-------|
| 1. | Malcolm Price | 2 | 1 | 30 | 3 | 43. | Maurice Pinner | 34 | 44 | - | 78 |
| 2. | Martin Rea | 1 | 4 | 21 | 5 | 44. | Dave Cherrill | 46 | - | 33 | 79 |
| 3. | Colin Hensman | 3 | 6 | 12 | 9 | 45. | Richard Todd | - | 56 | 25 | 81 |
| 4. | Pete Smith | 7 | 20 | 5 | 12 | 46. | John Shelley | 68 | 26 | 61 | 87 |
| 5. | Dave Collins | 12 | - | 1 | 13 | 47. | Andy Juniper | 37 | 53 | - | 90 |
| 6. | Phil Bird | - | 2 | 13 | 15 | 48. | Geoff White | 67 | 25 | - | 92 |
| 7. | Phil Upton | 4 | 18 | 16 | 20 | 49. | Doug Kingsley | 78 | 42 | 51 | 93 |
| 8. | Keith Norman | 19 | 10 | 2 | 21 | 50. | Alan Livesey | 60 | 47 | 49 | 96 |
| 9. | Dave Bell | 10 | 12 | 34 | 22 | 51. | Donald Bradbury | - | 47 | 54 | 101 |
| 10. | Howard Simpson | 32 | 11 | 11 | 22 | 52. | Iain Tebbutt | - | 51 | 50 | 101 |
| 11. | Peter Harbord | 15 | 9 | 10 | 24 | 53. | John Watson | 50 | 60 | 88 | 110 |
| 12. | Jonathan Ellis | 11 | 16 | - | 27 | 54. | Dave Bleakley | 59 | 51 | 60 | 110 |
| 13. | Peter Lear | 28 | 8 | 20 | 28 | 55. | Mrs Brenda Ward | 52 | - | 59 | 111 |
| 14. | Gillian Goodlass | 13 | 20 | 17 | 30 | 56. | Barbara Marshall | - | 56 | 56 | 112 |
| 15. | Doug Heard | 28 | 37 | 3 | 31 | 57. | Andrew Nicol | 66 | 78 | 48 | 114 |
| 16. | Anthony Cartmell | 5 | 30 | 29 | 34 | 58. | Chris Jackson | 42 | 87 | 75 | 117 |
| 17. | Andrew Crocombe | 8 | 27 | 31 | 35 | 59. | Andy Williams | 75 | 81 | 43 | 118 |
| 18. | Don Clarke | 6 | 30 | 37 | 36 | 60. | Henry Carr | 62 | 78 | 57 | 119 |
| 19. | Kevin Watkins | 30 | - | 6 | 36 | 61. | Ian Begley | 53 | 72 | 72 | 125 |
| 20. | Mick Goddard | 9 | 34 | 28 | 37 | 62. | Simon Hawes | 63 | 63 | - | 126 |
| 21. | Mick Lowe | - | 37 | 4 | 41 | 63. | Robert Girvan | 61 | 70 | 80 | 131 |
| 22. | Andy Endersbee | 31 | - | 10 | 41 | 64. | Thomas Moore | 71 | 64 | 82 | 135 |
| 23. | John Allcorn | 23 | 18 | 41 | 41 | 65. | Sean Austin | 82 | 65 | 73 | 138 |
| 24. | Mrs M Fielding | 20 | 22 | 68 | 42 | 66. | Peter Compton | 70 | 68 | 77 | 138 |
| 25. | Pete James | - | 5 | 39 | 44 | 67. | Dave Keetley | - | 56 | 89 | 145 |
| 26. | Mrs Sylvia Huckle | 17 | 28 | 47 | 45 | 68. | Stephen Curtis | 80 | 70 | 76 | 146 |
| 27. | Dave Cuttler | 21 | - | 24 | 45 | 69. | Mrs Liz Thompson | 56 | 100 | - | 156 |
| 28. | 'Crow' | 24 | 24 | 22 | 46 | 70. | Barry Elliott | 74 | 80 | 84 | 158 |
| 29. | Bob Dennison | 16 | 32 | 68 | 48 | 71. | Mrs Carol Moulton | 77 | 84 | 84 | 161 |
| 30. | Godfrey Nunn | 27 | 21 | 68 | 48 | 72. | Dave Arkle | - | 73 | 91 | 164 |
| 31. | Brian Stott | 33 | 40 | 18 | 51 | 73. | Dave Rogers | 91 | 73 | - | 164 |
| 32. | John Perthen | 47 | 14 | 40 | 54 | 74. | Dave Jackson | - | 78 | 86 | 164 |
| 33. | Mrs Judyth Elliot | 39 | - | 15 | 54 | 75. | Ian Barrow | - | 86 | 79 | 165 |
| 34. | Alan Ogden | 38 | 40 | 19 | 57 | 76. | Ewan Hopes | 73 | 95 | - | 168 |
| 35. | Mrs Lyn Cantrill | 22 | 35 | 68 | 57 | 77. | Douglas Froggatt | 89 | 90 | - | 179 |
| 36. | John Boother | 43 | 42 | 23 | 65 | 78. | Phil Wells | 93 | 90 | 100 | 183 |
| 37. | Jeff Kitts | - | 23 | 44 | 67 | 79. | George Ware | 87 | 99 | - | 186 |
| 38. | Philip Rennie | 26 | 73 | 42 | 68 | 80. | Noel Murphy | 92 | 97 | - | 189 |
| 39. | W J Lynch | - | 55 | 14 | 69 | 81. | Lindsey Freeman | - | 97 | 92 | 189 |
| 40. | Dave Watts | 36 | 33 | - | 69 | 82. | Ernest Turnbull | 94 | 100 | 100 | 194 |
| 41. | Anthony Walker | 18 | 68 | 52 | 70 | 83. | Tony Ransom | 96 | - | 100 | 196 |
| 42. | Mick Wicks | 31 | 44 | 32 | 76 | | | | | | |

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