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

Final Entry List

Masters

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

Experts

E1*	Mrs T M Dennison	Hampton & DMC	29
E2	D W Quinton	-	22
E3	David Keetley	CSMA	50
E4	Ron Babbs	CSMA	
E5	Peter R Compton	-	44
E6	Mrs Christine White	-	
E7	Tudor Jones	Clwyd Vale MC	
E8	E R Turnbull	-	58
E9	Alan Whitney	South Hams	
E10	Robin Hernaman	WECC	16
E11	Graham Goudie	Cranleigh MC	
E12	Mark Goodman	Bedford	19
E13*	P R Lear	Hants & Berks	36
E14	Mrs Janet Robbins	Cheltenham MC	
E15	Philip Robbins	Cheltenham MC	26
E16	H N Watson	Knowldale	
E17	Paul Burns	Otley MC	37
E18*	Dave Bell	SCCON	11
E19	Keith Cunningham	-	
E20*	Jean Tyson	White Horse	-
E21*	Tim Kent-Phillips	-	48
E22	Graham Ford	Cheltenham MC	40
E23	P M A Byrne	Bognor Regis MC	-
E24*	Stephen Roberts	Land Rover	46
E25*	Tim Vassie	Natwest MC	-
E26	Sylvia Huckle	-	32
E27	John Allcorn	-	21
E28	Peter Claughton	-	49
E29*	P Gosden	-	54
E30	Colin Jeffs	-	
E31	Mike Arora	Jaguar Apprent's	
E32	Keith Bowie	CSMA	
E33	J Zoller	CSMA(Ipswich)	
E34	Carol Moulton	-	39
E35	Wendy Moulton	-	
E36	Mrs R E Irons	CSMA	
E37	Robert Daines	CSMA(NEL)	
E38	Dave Arkle	CSMA	
E39	Michael Hilton	Swindon Phoenix	
E40	E Hopes	Cheltenham MC	
E41	Ian Graham	Natwest MC	
E42	D Clarke	CSMA	
E43	A D Duffield	-	
E44	J H Watson	CSMA	
E45	D Bleakley	CSMA	
E46	Glyn Williams	CSMA	
E47*	Paul Hernaman	WECC	-
E48	D A Ogden	061 MC	
E49	Julian Ellis	CSMA(Ipswich)	-
E50	H R Simpson	CSMA(Bedford)	5
E51	J T Travis	Darlington	
E52	Norman Nicolson	CSMA	
E53	George Vost	Sevenoaks DMC	
E54	Brian Stott	061 MC	
E55	Paul Megretton	-	-
E56	Chris Blanksby	Yorkshire Bank	-
E57	Keith Mahood	West Lancs MC	35
E58	M F Barrett	Propellers MC	
E59	Barry Elliott	Bury AC	51
E60	Andrew Harvey	GEC(Coventry)	
E61	John Carroll	-	-
E62	Mrs J Cutler	GEC(Coventry)	
E63	Mrs E M Glover	-	
E64	S R Hampshire	Bedford	43
E65	Eileen Higgins	Hartlepool DMC	
E66	Paul Broadbent	Hartlepool DMC	
E67	Andy Wakeman	Hartlepool DMC	
E68	Phil Norton	Hartlepool DMC	
E69	Tim Hilditch	Hartlepool DMC	
E70	Dave Thomas	Swindon Phoenix	
E71	Robert C Green	Solway CC	
E72	Marcus Ormerod	Bury AC	
E73	Philip Senior	Morecombe	-
E74*	Mike Kent	Ripon MSC	53
E75	J Gilmour	CSMA	
E76	Peter Harbord	-	
E77	G H Ware	Eastwood DMC	
E78*	Richard Rowland	-	28
E79	Malcolm Evans	Gwendraeth Valley	
E80	Gethin Rees	Gwendraeth Valley	
E81	Aled Davies	Gwendraeth Valley	
E82	David Brown	Jaguar Apprent's	34
E83	Henry Carr	Ilkley MC	-
E84	Sue Laver	WECC	
E85 (Ex N6)	Richard Faraday	Rotherham MC	
E86	Jill Wright	Otley MC	
E87	Peter Tennant	Otley MC	
E88	J P Kitts	Otley MC	
E89	Mark Read	Matlock MC	
E90	B C Chamberlain	CSMA(NWL)	

Novices

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

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

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

June 4th, 1989

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

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

Throughout the marking I was generous when it came to conflicts on shortest route. If there was an obvious or measurable distance (0.05km) between routes, the alternatives were not allowed. The PCs were placed at strategic points geared towards the route card solution. If you wandered off route between points you were not penalised. I believe this approach aids faster results and rewards those who cracked the problem, but were a little casual about putting it down on the map. Conversely, if your tramlining on a tricky passage-checked loop was not well-defined you were docked a minute. Congratulations to all the leading contenders and award winners below. Cheques and pots will be with you as soon as the engraving is complete.

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

"Crow"

Roll of Honour

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

Statistics

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

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND
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ROUTE CARD SOLUTIONS

ELECTRIFYING START

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

BAKERS DOZEN

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

MEASURE FOR MEASURE

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

AP REFERENCE

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

TENEZ A LEFT/RIGHT

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

OFTEN OVER TROUBLED WATERS

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

BLUE CROSS CODE

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

TYPEWRITER TEASER

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

YOUR PATHS TO SUCCESS

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

BRICKS AND MORTAR

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

FIRST SLIP?

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

NINE TIMES

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

ORIGIN-ALITY

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

SUBTRACTION ABSTRACTION?

The longest section. Shame about the two errors near the end. The last 5 4 sequence should not have been there and the direction into TC15 should have been ENE. Sorry about that. PC14Y and PC14Z were scrubbed. The section that was debated most of all. Satisfied some, hated by others. Only a departure direction was required at PC14N since there was a great deal of variance in competitors maps regarding the grid line crossing at 2900 2513. PC14U caught out the less sharp - the white road is shorter.

OVER AND OUT

Big O's were Over grid lines, little o's were over bridges. O squared was crossing the intersection of two grid lines. Many were OK until Aylsham, then some failed to use the white at PC15F or the shorter Orange road route through PC15K.

A GOOD DEAL

The capital letters in the card suits gave you directions of leaving grid squares in the order from left to right. The playing cards were just a means of presenting it to you. Didn't fool many.

NUMBERGRAM

Easier than you thought wasn't it? Arguably it plotted on or off the white loop - both were allowed.

THOUGHT YOU WOOD LIKE THIS ONE!

The black blobs were wooded sections that you had to pass on route. I agree it wasn't too clear whether you had to just touch or completely pass the diagram, but this was allowed for in the PCs. Blob 1 could have been the wood in 2319 or 2320, both were OK. PC18G could not be on the yellow road because this is adjacent to a non- declared wood. The route from PC18B to PC18C could have used the white road South of Lamas, which clashed with Subtraction Abstraction, but I allowed both possibilities.

REGULARITY SECTION

As usual this really was a tie decider. The correct answer was (showing the colour of roads entered in each square) 2012(YWYWY) 2011(R) 2010(W) 2110(RWRWRW) 2111(RWRWRWYRWRWYWY) 2112(WRWRYW) 2212(YWYWYW) 2211(RWYWYWRYWY) 2210(WYWY) 2310(WYOWRWRWRYOWOWYOY) 2311(RWOWYW) 2312(Y) 2412(WOWYOWOW) 2411(RWRWRW) 2410(RWR) 2510(WYWY). That makes W-Y(20 x 12), W-O(4 x 6), W-R(19 x 10), Y-W(17 x 9), Y-O(4 x 7), Y-R(3 x 5), O-W(7 x 8), O-Y(1 x 3), R-W(19 x 11), R-Y(3 x 4) or 15 minutes 30 seconds as the elapsed time. Squares 2110, 2111 and 2411 needed the most sorting out.

OVER THE EDGE

A few missed the Southerly loop at PC20B, otherwise not a problem for you.

SUM HEIGHTS

Pass through spot heights adding to 45 i.e. 23 5 3 11 3. The approach to PC21B could have been the white or yellow (same distance). A few missed the white shortcut at PC21E.

ALPHANUMERIC

The numbers represented the position of letters in the alphabet as W a b d x w T y t g m H o d d e i f r. You then had to pass over these letters on your route. There was only a departure at PC23F, since I allowed the "X-roads" at 349114 to be used twice. Yes I did miss the last "e" to get to TC23, so it didn't matter which way you visited PC23H.

RENSEIGNEMENTS TOURISTENANGABEN

Look at the legend for tourist information on the edge of your map. The route card was French or German abbreviations of various tourist features. In order, public telephone, motoring telephone, public telephone, selected place of tourist interest, public telephone, public telephone, public telephone, information centre, public telephone, public telephone, caravan site, public telephone, public telephone, camp site, public telephone. PC23D copped a few, since they tried to use the no-go white. The telephone North of Hoveton is beyond the yellow and you couldn't depart PC23G to the SSE because it uses a path.

TALL STORY

As implied, the spot heights in words were concealed in the text. gONE hEIGHTs thougtT WOnderful slEIGHT nighT WOrks forTH REEled THREE eyeS EVEN whaT WOuld iF I'VE feEL EVENing ofF OUR

Some missed the 11 in 3522 (not 3323) or did not take the shortest route through PC24H.

ANYONE FOR TENNIS?

A sporting twist on crossing Eastings and Northings. Whoever won the point, that was the grid line to cross. The order (server) changed at the end of each game. The sequence went E N N E N E N E N N E N E N E E N E E N E E N E N E E N N N E E N. You seemed to like cracking this one.

IT'S THE GOALS THAT COUNT

First you had to work out the results of the matches, which were in order 5-4, 10-9, 10-1, 6-2, 1-1. The number of goals scored then represented the letter of the village name that you had to pass through on route, i.e. honiNg easT ruston east rustoN crostwigHt crostwighT Ridlington crostWight hOning Honing Bacton. Blame the two misspellings of Crostwight in the matches as a result of taking them from the Guardian!

ILLUMINATING

Accurate measurement was required and <u>all</u> resultant points had to be visited in the squares shown. PC27I and PC27J caused a few difficulties.

ORANGES & LEMONS

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

OUT FOR THE COUNT

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

SQUARE VISITS

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

ARE YOU ON THE RIGHT LINES?

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

NOT A FREE ENTRY

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

RALLY ROUND I

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

RALLY ROUND II

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

O WILL U GET THIS RIGHT?

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

LAZY NUMBERS

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

WHERE ONE GETS CROSSED

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

VOWEL TO GET THIS RIGHT

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

50 to 40

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

PHEW!

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

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PASSAGE CHECK LOCATIONS

1A	E1285	1052N
1B	W1300	1092E
1C	S1347	1403NNW
1D	S1312	1808N
1E	E1209	1991N
1F	E1275	2238NNE
1G	E1064	2322SSW
1H	SW1134	1978SE
1I	NNE1124	1790SE
1J	NE1143	11590E
1K	SSE1150	1460WSW
1L	NNW1163	1270NE
1M	E1178	1249S
2A1	N0973	1210E
2A2	NW1108	1132W
2B1	N1038	1125S
2B2	ENE1038	1125S
2C1	S0973	1201W
2C2	W1029	1183E
2D	E0678	1329ESE
2E	E0670	1117W
2F	NE0480	1119E
2G1	S0539	1106E
2G2	SSE0548	1054WSW
3A	N0191	1390SE
3B	WNW0530	1232N
3C	SE0455	1395N
3D	WSW0425	1598NNE
3E	E0530	1693W
3F	0383	1678WNW
3G	NNW0219	1628SW
3H	SE0131	1563NW
3I	E0090	1724NNW
4A	W0375	1991SSW
4B	NW0329	1850E
4C	SW0371	1885SE
4D	W0428	1820E
5A	N0608	1741NNE
5B	E0729	1623S
5C	SW0867	1492SE
5D	WNW0961	1392NNE
5E	SS1021	1441SE
5F	SW1073	1462NW
5G	SW1058	1560E
5H	SE1125	1518N
5I	N0957	1556W
6A	SSW0819	1996E
6B	SE0900	2120N
6C	SSW0921	2278WNW
6D	SW0785	2314NW
7A	WNW0848	2047WSW
7B	N0770	1987WSW
7C	W0724	1950SE
7D	SSE0670	1961WNW
7E	ESE0641	1995SSW
7F	S0478	2095SW
8A	ENE0310	2058WNW
8B	N0126	2092WNW
8C	W0038	2203N
8D	W0200	2374SSE
8E	W0379	2137NNE
8F	SSW0494	2290NNE
9A	ESE0533	2456WNW
9B	SW0556	2617N
9C	W0583	2978N
9D	E0614	2922S
9E	N0790	2491SSW
9F	0993	2307NNE
10A	SSE0902	2650NNW
10B	WNW0815	2776NE
10C	N0907	2755E
10D	SW0955	2922SSE
10E	SSE0976	2881NE
10F	NNW1088	2779WNW
11A	SSW1272	2576
11B	E1321	2845W
11C	WSW1352	2841ENE
11D	ESE1491	2906NNW
11E	N1479	3191E
11F	N1232	3029E
11G	SW1149	2985SSE
11H	SSE1110	2983NNW
12A	S0910	3430NE
12B	WNW1450	3332NNW
12C	SSE1672	3331ENE
12D	S1800	3515N
12E	SSW1949	3748SE
13A	E2083	3648S
13B	N1935	3545SW
13C	ESE1857	3557S
13D	N1910	3342WNW
13E	SSW1787	3126ESE
13F	W1930	3115
13G	S2038	3493NW
13H	W2339	3500S
13I	NNW2291	3400W
13J	S2258	3417SW
14A	SE2110	3428S
14B	W2111	3321ENE
14C	N2104	3142SSW
14D	N2182	3060E
14E	WSW2095	2963SSE
14F	NNW2108	2876NE
14G	SE2390	3042SSW
14H	N2354	3208E
14I	W2576	3060SSW
14J	NNE2638	2875NW
14K	ESE2534	3010SSW
14L	W2614	2831SSW
14M	N2790	2621NW
14N	2900	2513S
14O	NNE2725	2374WNW
14P	NE2638	2228NW
14Q	NW2735	2257NNE
14R	S2765	2050N
14S	ENE2650	2108SW
14T	WSW2508	2233NNW
14U	N2561	2298ENE
14V	S2603	2301WNW
14W	SSW2605	2318NW
14X	W2628	2414N
14Y	E2569	2670N
14Z	S2532	2740W
15A	NE2200	2375NW
15B	SW2212	2440NNW
15C	SSE2091	2518
15D	W2203	2750NNW
15E	ENE2129	2832WSW
15F	NNE2037	2662W
15G	SSW1980	2765N
15H	NNE1840	2800NW
15I	N1631	2681W
15J	SW1762	2730SE
15K	NNW1944	2664SSE
15L	SSW2039	2645SE
15M	NNE1980	2426S
16A	E1697	2130SSE
16B	NNE1736	1855NNW
16C	SSE1538	2018SSW
16D	NNNW1698	1828ENE
16E	N1668	1621SSE
16F	W1942	1567N
16G	SW1939	1808SE
16H	NNW2027	1761E
16I	ENE1980	1900WSW
16J	SSE1850	2038NE
16K	1952	2178ENE
16L	S2101	2238E
17A	NE2222	2222W
18A	WSW2340	1970
18B	SSW2344	2248
18C	2522	2070
18D	ESE2504	2002W
18E	WSW2632	1947
18F	E2632	1789WSW
18G	E2560	1742W
18H	NE2412	1730
18I	SE2322	1806NNW
18J	SSW2367	1556WSW
18K	SSE2171	1700S
20A	N2622	1008ESE
20B	N2730	1008E
20C	N2822	1018ENE
20D	N3072	1058ENE
20E	W3312	1084E
20F	W3716	0986E
21A	ENE3728	1088NNW
21B	3938	1216NE
21C	SSW3980	1310W
21D	NNE3787	1258NW
21E	E3638	1332N
21F	ESE3597	1415W
22A	WSW3553	1472NW
22B	SSE3323	1516WNW
22C	W3468	1320E
22D	WNW3622	1306SSW
22E	NNE3490	1140E
22F	3407	1165N
22G	NNE3359	1222SSW
22H	3222	1155
23A	S2794	1458W
23B	S2489	1230N
23C	W2690	1726SW
23D	N2735	1390NE
23E	WSW3070	1402NNW
23F	S3034	1849ESE
23G	NNE3269	1854SW
23H	NW3428	1770S/SW
23I	SSW3600	1700SE
24A	SE3820	2130E
24B	SSE3858	2365N
24C	SSW3995	2632W
24D	NNE3857	2744W
24E	W3730	2639S
24F	W3827	2479SW
24G	NE3800	2420NW
24H	SSW3727	2524NW
24I	W3539	2270S
25A	E3601	2022S
25B	ESE3400	2020W
25C	S3251	2042ENE
25D	ENE3253	2118NNE
25E	SSW3306	2259NW
25F	NE3312	2611SSE
26A	SSE3311	2775E
26B	SSW3641	2768W
26C	S3529	2968NW
26D	NE3400	3050SSE
26E	N3307	2963S
26F	NE3167	3018N
26G	W3170	3122E
27A	NNW3387	3132E
27B	W3590	3200SSE
27C	W3662	3085S
27D	N3581	2935E
27E	WSW3641	2840SSE
27F	3750	3026E
27G	S3759	2931W
27H	SE3830	2990N
27I	S3815	3083W
27J	E3796	3113W
28A	S3611	3268W
28B	SE3410	3371NE
28C	NNW3330	3356WSW
28D	NNE3121	3194WNW
28E	NE2979	3142N
28F	S2969	3341N
28G	NNW3094	3577SSW
28H	N3090	3419E
28I	ENE3189	3475WSW
28J	E3080	3662N
28K	N2896	3733NW
28L	ENE2794	3825N
28M	E2715	3854
29A	NW2537	3802S
29B	SSW2642	3712SE
29C	NNE2684	3621SE
29D	ESE2781	3605S
29E	SSE2845	3497ESE
29F	N2700	3386E
29G	N2870	3235S
30A	W2901	3078SSW
30B	N2901	3001W
30C	NW2886	2880NE
30D	E2940	2837SSE
30E	NNW3078	2782NE
30F	SW3112	2672SSW
30G	W3169	2489S
30H	W3135	2400E
30I	SSE3122	2204SW
31A	SW3014	2117NW
31B	E2961	2251N
31C	S2978	2444E
31D	S2963	2602W
31E	E2782	2826N
31F	SSE2800	3020WSW
31G	SE2643	3230SW
31H	SSE2573	3361SSW
31I	NE2506	3296NW
31J	SSW2598	3501WNW
31K	W2520	3668N
31L	W2454	3880N
31M	SW2303	4007NNW
31N	SSW2211	4160N
31O	SE2003	4072NW
31P	NW1962	4217W
31Q	SSW1726	4306WSW
32A	E1710	4081W
32B	SW1808	3881N
32C	W1908	4070W
32D	SE1878	3992S
32E	NNE1803	3800ESE
32F	NE1687	3814WNW
32G	N1462	3728SE
32H	SSW1671	3700SE
32I	NW1772	3525W
33A	E1559	3520N
33B	S1468	3540W
33C	N1370	3355NW
33D	N1258	3353NNW
33E	SE1210	3528SW
33F	E0984	3430NNW
34A	S1165	3721EE
34B	S1223	3694E
34C	N1284	3718W
34D	NNE1162	3758WNW
34E	NE1028	3738NW
34F	SSE0916	3817NNE
34G	W1018	3905SSE
34H	WNW1070	3940ESE
34I	E1210	3914S
34J	SSE1431	3968E
34K	W1598	4000N
34L	W1594	4101ENE
34M	S1697	4229E
35A	E1600	4327
35B	NNW1558	4331SSE
35C	NE1543	4305E
35D	E1590	4295W
35E	ESE1332	4224S
35F	SSE1018	4151SW
35G	ENE0950	3951WSW
35H	S0844	3965NW
35I	NE0768	3869
35J	E0788	3808N
36A	WNW0850	3481SSW
36B	W0880	3180ESE
36C	N0998	3042SW
36D	E0670	3130NNW
36E	0502	3128NW
36F	N0315	2554WNW
36G	W0242	2659NNW
36H	W0318	2490S
36I	N0328	2430W
36J	SSW0064	3037ESE
36K	SW0315	2937NW
36L	E0205	3052NNE
36M	W0217	3177NW
36N	ESE0160	3240NNE
37A	S0078	3489E
37B	E0095	3520NW
37C	SW0164	3631W
37D	W0101	3680
37E	W0072	3860NNE
37F	SE0072	4085N
37G	S0101	4125E
38A	S0300	4419E
38B	E0487	4328SSE
38C	W0725	4294NE
38D	S0852	4350ESE
38E	E0789	4246SE
38F	ENE0671	4177NNW
38G	S0470	4261W
38H	SE0303	4220SW
39A	NW0275	4060SSW
39B	N0374	3967W
39C	W0340	3873NW
39D	W0438	3785S
40A	0310	3731WSW
40B	W0320	3701E
40C	W0366	3600SE
40D	N0463	3522SW
40E	E0319	3371SW
40F	WNW0307	3200S
40G	W0450	3311N
40H	E0514	3519NNE
40I	W0515	3675E
40J	NE0472	3833NNW
40K	SE0475	4017SSW

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

M1

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

M3

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

M4

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

M5

What can I say but excellent!

M8

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

M9

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

M10

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

M11

Electrifying Start - TC1 and route card contradicted Rule 9. **[I know, but it was just a teeny bending of the rules!]** Tenez A Left/Right - Working from TC5 and back from TC6 gave me problems plotting across the airfield around GS0915. Still not happy with it. **[It does fit and you got it right]** Blue Cross Code - The only way I was able to get it to work was by assuming your depart SW from TC7 was wrong. Should be SE then it's OK. **[Look closely, it does depart SW before turning SE]** Typewriter Teaser - Not happy with what I think converts to MR04952292 as I'm not convinced the white loops off and back to the yellow. **[The loop was PC8F]** Your Paths To Success - Unable to make any measurable difference between either yellow routes in GS0529 to leave GS-E. **[I took your solid rather than dotted route, but this missed one of the required footpaths!]** Originality - GS1931 gives shorter route up to GL19 if you consider route doesn't cross grid line otherwise route has to go via 197312. **[Both possibilities were accepted]** Subtraction etc. - Am able to plot a route providing you've made two errors. Last line on routecard, three consecutive 45's should only be two and approach TC15 ENE, then it worked OK. **[Perfectly correct. So PCs 14Y and 14Z were cancelled]** A Good Deal - assume Black Spot at 2030 2150 is off-road otherwise section cannot work. **[Should have been 2030 1050]** Regularity Section - have left my route on the map anyway and presumed that you intended maximum use of each GS in turn without travelling outside of it at all before moving to the next one. My breakdown of seconds per square is made up of the following:- 42 + 5 + 11 + 84 + 147 + 65 + 63 + 98 + 51 + 133 + 76 + 12 + 64 + 73 + 21 + 23 = 968 = 16 mins 8 secs. Alphanumeric - Unable to get to TC23 without passing through 'e' after last instruction in GS3111. **[Yep. Route errors from here ignored]** Route depends whether you consider the junction at 384¾114 to be two separate junctions or just one. If two use my dotted route otherwise if one use the route as tramlined. **[Originally I said one, but so many thought two that they eventually convinced me I should allow both]** Renseignements etc. - 327½184 is a path therefore No Through Road. **[Not spotted by some]** Tall Story - Didn't cause me any problem as I'd used the same thing on a Colchester 12-car in 1978! Its The Goals That Count - Couldn't make any sense of the results so presumed that was a red-herring. Opted to pass through the places mentioned (in part) in order of fixtures. **[Not a bad, but wrong guess]** Rally Round I - Worked it out but cannot see any logic to the code. **[The only logic was to form a code where I could have the words RALLY ROUND in it]** O Will You Get This Right? - I doubt it! The last section that I put on the map. Presume it to be a selection of overs-unders-roundabouts-churches with spires and other o's and u's available but not convinced. **[You were on the right lines and almost got it right]** Lazy Numbers - Simple but effective, after I'd spent two and a half weeks on it! Where One Gets Crossed - Between instruction 0.80 and 0.69 the route depends whether you consider the yellow running N-S along GL01 does not cross over it. If it doesn't then the route must go via 016¼372¾. **[Both were accepted because of the potential ambiguity]** Vowel To Get This Right - Allowing for the omissions of vowels crossing grid lines, there seem to be several other omissions but it doesn't detract from the intended route. **[Exactly]**

Doubtless times when I considered your parentage! Still the best event in the Championship without a doubt. Well done - even though I know I cannot match my result of 1988. **[As ever, thank you for your very detailed comments Geoff]**

M12

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

M13

Too many sections, I would prefer fewer longer sections.

M14

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

M16

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

M17

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

M19

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

sections on the map, when ¼ is sea. Good event, Well done.

M22

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

M23

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

M24

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

M26

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

M27

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

E1

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

E4

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

E5

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

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

E6

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

E10

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

E12

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

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

E13

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

E14

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

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

E15

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

E18

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

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

Many thanks for a most enjoyable event!

E22

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

E24

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

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

E25

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

E27

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

E30

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

E34

Most enjoyable and brain teasing! I still hate diagrams!

E42

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

E43

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

E44

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

E45

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

E50

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

E52

I thought the use of 8 fig MRs was too pedantic when used throughout - very good on coded sections e.g. Rally Round I, but labourious and confusing elsewhere. **[This is one of the problems of putting everything on the computer and then not having a printer with fractions! This will change next year** $\frac{1}{4}\frac{3}{4}\frac{1}{2}\frac{23}{38}$**]** Excellent ideas, to have no link sections and to give map reference and direction at each TC - easily best feature of rally (apart from route cards of course). I also prefer your method of submitting a marked map with secret PCs rather than a questionnaire as in previous TT's I have entered.

E60

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

E62

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

E65

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

E66

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

E76

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

E82

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

E90

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

N2

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

N4

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

Anon

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

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

WHICH ROUTE CARD GAVE YOU THE MOST SATISFACTION IN SOLVING?

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

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

WHICH ROUTE CARD DID YOU DISLIKE MOST OF ALL?

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

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

WHICH ROUTE CARD TOOK THE MOST TIME TO COMPLETE

Subtraction Abstraction	13.00
Regularity Section	8.00
Illuminating	5.00
Over And Out	4.00
O Will U Get This Right?	2.00
Typewriter Teaser	2.00
Its The Goals That Count	2.00
Vowel To Get This Right	1.00
Origin-ality	1.00
Not A Free Entry	1.00
Rally Round II	1.00
First Slip?	1.00
Bricks & Mortar	1.00
Often Over Troubled Waters	1.00
Blue Cross Code	1.00
Thought You Wood Like This One	1.00
Rally Round I	1.00
Measure For Measure	1.00
Bakers Dozen	1.00

"Same comment as above"

WHICH ROUTE CARD TOOK THE LEAST TIME TO COMPLETE

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

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

GIVEN THE TIME ALLOWED WAS THE EVENT

Too Long	19
Too Short	1
About Right	43

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

OVERALL WERE THE ROUTE CARDS

Too Difficult	3
Too Easy	1
About Right	56

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

WOULD YOU LIKE MORE TIMED SECTIONS NEXT YEAR?

Yes	9
No	51

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

DO YOU OWN A COPY OF THE RALLY ROUND GAME?

Yes	19
No	45

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

INCLUDE THE COST OF MAP IN ENTRY?

Yes	48
No	6
"Don't Know"	6

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

YOUR SINGLE BIGGEST IMPROVEMENT TO THE EVENT

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

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

YOUR SINGLE BIGGEST IMPROVEMENT TO THE CHAMPIONSHIP

A Championship 'Pack' - one off entry & fee for all events including supply of all maps (M1).....All events should have the same 'clearly defined' final instructions e.g. if no through roads do not exist or are ignored can they be used as per your section one. I'm not disagreeing with your use, but I feel such points need clearing up (M3).....Ban the Cosworths (M4).....Improve result turn around on some events and consistency in marking (M5).....That the events are made different in the way RR and Nelly have different formats. The other 3 are much of a muchness, providing a very similar challenge (M9).....Alternating complete months for each event i.e. Sept 1st->30th, Nov 1st->30th, Jan 1st->31st, Mar 1st->31st, May 1st->31st, with marking in between. Best 4 out of 5 events is about right but any more would become too many (M10).....Bang the heads together of Nelly & Pegasus organisers! (M11).....I would prefer all events to be the same format as this one i.e. each section scoring differently (M12).....Some sort of seeding system so you can see if you improve and classes so you can compare your scores with others of similar ability (M13).....A set of agreed definitions. What is a crossroads, when can it be used twice. When does road cross a grid line. Approach roads to dual carriageway, when are they one way etc. (M14).....Improve standards of each event to that set by Rally Round!! e.g. quality of paperwork, imagination, minimum of obscure sections (M17).....A bit more time (M19).....Consistent rules across all events (M22).....Uniform definition of things like use of staggered junctions and when roads partially cross grid lines - do they count or not (M23).....More rounds! (M24).....Count as many rounds as possible towards championship (E5).....4 Rally Rounds! (E10).....If competitors get equal points on events and that event decides on furthest cleanest, then the championship shouldn't - it should treat them as equal. It's very frustrating to spend so long on an event and get equal marks as someone else, but be classified lower because you made an early mistake - this can make a big difference on the O/A championship standings (E12).....Get rid of the Nelly and possibly Pegasus (E14).....Same rules to apply to all rounds. Quicker results (not yours), all maps marked, no question papers (E15).....A greater spread of awards (as in the Nelly) (E18).....Bulk entry to all events. Perhaps a little more time (E24).....I feel if the championship involves 5 rounds, 4 rounds (not 3) should count towards results (E25).....Having all rounds the same as the Nelly i.e. returning answers not maps (E27).....A slight increase in time (E30).....All rallies incorporated to be plotted on maps - makes them equal opportunity (E34).....I would like to have details of the championship - viz. Organisers, participating clubs etc. (E38).....As a comparative newcomer, I cannot give a considered opinion (E42).....As a newcomer to table top rallying I cannot comment (E43).....I don't have details of the Championship and I've done this event, the Nelly and Cultivator? (E45).....Pass (E50).....Discount on maps for contenders (E51).....Advance timetable (E52).....No top limit to number of errors when calculating positions i.e. 101 is same as 150 at present when reduced to 100 (E59).....More rounds but still on 3 count, so the choice of events can be even further spread out (E62).....At least 1/12 between rounds & longer time to do each one (E65).....Slightly shorter events (E66).....I must admit that given a choice I prefer the answer sheet of 'Nelly'. After a month of drawing tramlines my right arm is worn out (E76).....I am very satisfied with the present set up, welcoming the extended time allowed (E77).....Let me win. Seriously I enjoy it as it is (E78).....Quicker results. Some form of overall team championship, say 3 best of 5 (E82).....Make the events shorter (E90).....After 1 event no comment (N2).....More events of this type (N4)

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

RALLY ROUND NATIONAL TABLE TOP 1989
RESULTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	TC20	TOT	Cl.	O/A	
M1	.	3	.	.	.	.	.	1	.	.	.	.	1	23	2	.	.	.	.	1	.	.	.	.	.	5	.	.	.	1	1	.	1	1	4	1	.	.	1	3	0.35	49.35	13	28	M1
M2	.	1	.	.	.	.	.	.	.	.	3	.	1	24	4	.	.	1	.	.	.	.	1	1	3	5	.	.	7	1	1	.	.	.	5	.	.	.	1	1	1.00	61.00	17	35	M2
M3	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.	.	.	.	.	.	.	1	.	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0.22	5.22	-	1	M3
M4	.	.	2	3	.	.	.	.	.	.	.	.	1	.	8	.	.	.	.	.	.	.	3	1	.	.	.	.	.	.	.	.	.	.	6	1	.	.	.	1	1.09	27.09	5	10	M4
M5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	.	.	1	.	.	0.08	11.08	1	5	M5
M6	.	.	.	.	.	.	.	.	2	.	.	.	1	.	2	.	.	.	.	1	.	.	2	1	.	4	.	.	.	1	1	.	.	.	5	2	.	7	2	5	0.50	36.50	9	18	M6
M8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	.	1	.	.	.	.	1	.	.	6	.	.	.	.	1	.	.	.	6	.	.	.	.	3	1.03	23.03	*	*	M8
M9	.	1	1	.	.	.	.	.	2	1	2	.	1	.	10	.	.	.	.	.	.	.	1	1	.	5	.	.	7	1	2	.	.	.	9	1	.	.	1	.	2.02	48.02	11	24	M9
M10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	1	.	.	.	.	.	.	.	.	3	.	.	.	1	0.08	6.08	-	2	M10
M11	.	.	.	.	.	.	.	.	1	.	.	.	.	1	6	.	.	.	.	.	.	.	.	6	.	2	3	3	.	1	2	.	.	.	2	1	.	.	.	.	0.38	28.38	7	13	M11
M12	.	1	9	.	.	.	.	6	.	.	.	.	.	.	5	1	.	1	.	1	.	.	.	6	6	1	.	1	.	.	.	.	.	1	8	1	.	8	.	.	2.17	58.17	16	33	M12
M13	1	.	7	.	1	.	.	.	.	.	.	.	1	1	.	.	.	1	.	.	1	.	3	.	.	.	.	2	.	2	2	.	.	.	6	1	.	5	.	2	2.38	38.38	10	20	M13
M14	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	1	.	.	3	2	.	1	2	.	.	.	3	3	.	1	.	.	0.02	19.02	3	8	M14
M15	2	.	.	.	.	.	.	.	.	.	2	.	1	1	13	.	.	1	.	.	.	.	1	.	.	.	.	3	4	1	3	.	.	.	9	2	.	.	.	1	7.35	51.35	15	31	M15
M16	.	.	.	1	.	.	.	.	2	.	.	.	.	24	1	.	.	1	.	.	.	.	.	.	.	7	1	2	.	.	.	.	.	1	8	3	.	8	.	3	0.05	62.05	18	36	M16
M17	1	.	.	.	.	.	.	.	.	.	.	.	1	1	2	.	.	.	.	.	.	.	2	6	.	.	.	1	.	1	2	.	.	.	7	1	.	.	2	3	2.10	32.10	8	16	M17
M19	1	.	7	.	.	.	1	.	2	.	.	.	.	24	.	.	.	.	.	.	.	.	2	.	.	3	2	1	.	2	1	.	.	.	1	.	.	.	.	1	2.59	50.59	14	30	M19
M21	.	.	.	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	.	.	.	.	.	.	1	.	.	.	6	.	.	.	.	.	0.42	12.42	2	6	M21
M22	5	.	.	.	2	.	1	4	2	.	.	.	.	.	2	.	.	1	.	1	.	.	2	1	.	5	.	.	.	1	2	6	.	.	8	1	.	1	.	3	0.53	48.53	12	27	M22
M23	1	.	.	.	.	.	.	.	2	1	.	.	1	.	.	.	.	.	.	.	.	.	1	.	.	2	.	.	.	.	1	.	.	.	5	2	.	1	2	.	0.08	19.08	4	9	M23
M24	1	1	1	1	.	.	.	1	.	.	.	.	1	1	1	.	.	.	.	.	1	.	3	.	.	5	.	.	.	2	2	.	1	.	6	.	.	.	.	.	0.02	28.02	6	12	M24
M25	.	.	.	.	.	.	.	.	.	.	.	.	.	1	2	.	.	1	.	.	.	.	1	.	.	2	.	.	.	.	.	.	.	.	.	1	.	.	.	.	1.06	9.06	-	3	M25
M26	.	.	.	.	.	.	.	.	.	.	2	.	.	24	13	.	.	.	.	.	.	.	1	6	.	.	4	.	.	1	1	.	.	.	3	2	.	.	.	.	0.14	57.14	*	*	M26
M27	.	.	9	.	.	.	6	6	2	.	.	.	1	24	1	.	.	.	.	1	3	8	1	9	6	7	1	.	7	.	1	.	.	.	10	1	.	8	.	3	0.14	115.14	19	61	M27
E1	1	1	.	.	.	.	1	1	.	.	1	1	1	.	1	1	.	1	.	1	1	.	4	1	2	.	2	1	.	1	.	6	.	.	7	2	1	1	2	1	2.12	45.12	9	23	E1
E3	.	.	6	.	.	.	.	.	2	1	.	.	1	20	5	.	.	.	.	.	.	.	.	3	.	4	2	4	4	2	1	8	.	5	7	1	.	1	.	1	0.28	78.28	23	47	E3
E4	.	1	9	.	.	.	4	.	.	.	.	.	8	24	13	.	.	.	.	1	1	.	1	2	4	7	10	13	7	9	17	9	6	13	10	.	6	8	1	7	10.00	201.00	45	70	E4
E5	.	.	9	.	.	.	.	.	2	.	.	.	1	24	13	.	.	.	.	1	.	.	9	.	.	7	4	4	7	2	1	.	.	.	10	2	.	8	1	.	0.59	105.59	33	57	E5
E6	.	.	.	.	.	.	.	.	.	1	.	.	1	24	1	1	.	1	.	.	.	.	2	2	.	7	4	3	.	1	2	6	1	.	6	2	.	.	.	4	2.11	71.11	18	41	E6
E7	1	.	9	.	.	.	.	.	.	.	2	1	.	24	13	.	.	1	.	1	.	.	1	.	1	7	.	7	7	2	1	.	6	.	10	14	7	8	4	7	0.21	134.21	39	64	E7
E8	2	2	9	4	9	2	6	6	6	6	8	.	8	24	13	12	1	.	.	1	.	.	5	7	6	7	2	13	7	9	1	9	6	13	10	14	7	8	.	5	3.12	251.12	47	72	E8
E10	1	.	8	.	.	.	.	.	.	.	.	.	1	.	3	.	.	.	.	.	.	.	3	7	.	.	3	3	.	2	1	.	.	.	7	2	.	1	.	2	4.06	48.06	10	25	E10
E12	.	1	.	.	.	.	.	.	.	.	.	.	.	1	3	.	.	1	.	.	.	.	2	.	.	.	.	4	.	1	1	.	.	.	9	1	.	5	.	2	3.37	34.37	5	17	E12
E13	.	3	9	4	.	4	.	6	.	.	1	.	.	24	4	12	.	2	.	1	1	.	.	.	.	7	.	.	.	.	2	1	2	.	10	2	.	8	.	.	3.19	106.19	34	58	E13
E14	2	.	2	.	.	.	.	.	2	2	.	1	1	1	2	1	.	1	.	2	1	.	7	1	.	4	6	1	.	1	3	.	2	1	2	1	.	.	2	6	4.19	59.19	14	34	E14
E15	.	.	1	.	.	.	.	.	.	.	.	.	1	.	3	1	.	.	.	1	.	.	1	2	.	5	3	1	.	1	.	.	2	1	2	3	.	.	.	3	0.52	31.52	4	15	E15
E16	.	6	9	.	1	3	6	6	6	5	8	5	8	24	13	12	.	4	.	1	1	.	9	7	6	7	10	13	7	9	17	9	6	13	10	14	6	7	3	5	4.42	280.42	49	74	E16
E17	.	1	9	1	1	.	2	6	2	5	2	.	.	21	12	.	.	.	.	.	.	.	2	9	3	.	3	10	7	2	3	.	.	.	9	11	.	7	.	1	10.00	139.00	40	65	E17
E18	.	.	.	.	.	.	3	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	1	.	.	6	2	.	.	1	.	.	.	.	3	.	.	.	.	.	0.21	17.21	2	7	E18

RALLY ROUND NATIONAL TABLE TOP 1989
RESULTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	TC20	TOT	Cl.	O/A	
E21	.	.	9	.	.	.	.	.	.	.	3	.	.	24	13	.	.	.	.	1	.	.	1	.	.	.	3	.	.	1	1	6	.	.	10	2	.	.	.	.	4.05	78.05	22	46	E21
E22	.	3	.	.	.	.	.	3	.	.	7	.	.	24	13	.	.	.	.	.	1	.	1	6	.	7	.	12	7	.	1	.	.	1	10	4	7	.	.	.	3.12	110.12	35	59	E22
E24	1	.	7	2	1	.	.	6	.	.	6	.	.	24	13	.	.	1	.	1	.	.	9	9	6	7	3	8	7	8	.	9	.	1	8	.	4	8	.	3	0.12	152.12	42	67	E24
E25	.	.	8	.	.	.	.	.	2	.	.	.	1	.	2	.	.	.	.	.	.	.	1	6	.	5	4	.	4	.	1	.	.	1	8	1	.	1	.	4	0.43	49.43	12	29	E25
E26	.	.	1	.	.	.	.	.	.	.	.	.	1	.	1	.	.	1	.	1	.	.	.	6	.	6	1	1	.	1	1	.	.	.	9	.	.	5	.	3	1.05	39.05	7	21	E26
E27	.	.	.	.	.	.	1	.	.	.	.	.	2	1	.	.	.	.	.	.	.	.	3	1	.	1	.	1	3	1	1	5	.	.	8	.	.	1	.	2	0.13	31.13	3	14	E27
E30	1	7	9	4	9	4	6	3	.	.	.	.	1	24	13	12	.	.	.	2	.	.	9	9	6	7	4	13	7	9	1	9	6	1	10	2	7	8	.	11	0.27	214.27	46	71	E30
E33	.	1	.	.	.	.	.	.	.	.	.	.	.	2	1	1	.	1	.	.	1	.	1	8	.	5	1	3	1	.	2	.	.	.	8	1	.	8	1	5	1.08	52.08	13	32	E33
E34	.	.	7	4	3	.	6	1	3	4	5	.	2	2	6	.	.	.	.	.	.	.	5	6	3	5	6	8	1	1	2	6	.	.	9	3	.	6	.	9	0.36	113.36	36	60	E34
E37	.	.	7	.	.	.	.	.	2	.	.	.	1	.	2	.	.	1	.	1	.	.	.	8	.	7	3	.	.	.	3	.	.	.	10	14	.	.	1	9	0.01	69.01	17	40	E37
E38	.	.	5	.	.	.	.	.	2	.	.	.	1	24	13	12	.	.	.	.	.	.	2	6	.	5	.	13	7	9	17	9	6	.	10	.	.	8	.	2	0.19	151.19	41	66	E38
E42	.	.	7	.	1	.	2	.	2	.	2	.	2	24	10	.	.	1	.	2	.	.	2	.	.	.	.	3	.	2	1	.	.	.	6	.	.	.	.	1	3.11	71.11	19	42	E42
E43	.	.	7	.	.	.	1	.	2	.	2	.	1	23	4	.	.	1	.	.	.	.	.	5	.	7	.	1	.	1	.	7	.	13	10	4	.	7	.	.	2.09	98.09	30	54	E43
E44	.	.	5	.	1	.	.	2	.	.	.	.	.	1	8	11	.	1	.	1	.	.	6	7	.	5	1	3	6	1	1	6	3	.	6	1	.	5	.	.	1.45	82.45	25	49	E44
E47	.	.	.	.	.	.	6	.	.	.	.	.	.	1	13	.	.	.	.	2	.	1	9	1	.	7	4	4	.	1	3	9	.	.	10	14	.	8	.	2	2.24	97.24	29	53	E47
E50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	1	.	.	3	.	.	1	1	.	.	.	1	.	.	.	.	1	1.00	11.00	1	4	E50
E51	1	.	.	.	.	.	.	.	2	.	.	.	2	.	.	.	.	.	.	.	.	.	3	6	.	1	4	1	.	1	.	.	.	.	10	2	.	.	.	3	2.33	38.33	6	19	E51
E52	1	1	8	.	3	.	.	.	2	.	2	.	2	22	7	10	1	.	.	2	1	.	1	2	6	5	.	1	.	1	2	6	.	.	4	2	.	.	.	2	0.28	94.28	27	51	E52
E54	.	3	7	.	.	.	.	.	.	.	.	.	1	1	2	.	.	.	.	.	.	.	1	6	.	3	1	.	1	2	2	.	.	.	5	1	.	.	.	3	0.13	39.13	8	22	E54
E55	.	.	.	.	.	.	6	.	.	1	.	.	2	24	13	12	.	.	.	.	.	.	1	1	.	7	.	13	7	1	2	9	.	.	5	2	.	8	.	5	1.23	120.23	38	63	E55
E58	1	1	9	4	.	.	1	.	.	.	3	.	.	24	13	.	.	1	.	.	.	.	3	9	.	.	.	.	.	1	2	.	.	.	9	2	6	.	2	7	1.32	99.32	31	55	E58
E59	.	.	7	.	2	.	3	.	.	.	2	.	.	22	12	2	.	1	.	1	.	.	2	6	.	6	.	11	.	1	2	.	.	6	8	1	.	.	.	1	0.05	96.05	28	52	E59
E60	.	1	9	.	9	.	6	6	.	.	3	.	1	24	13	.	.	1	.	6	6	8	9	9	6	7	10	13	7	9	17	9	6	13	10	14	7	8	4	11	10.00	272.00	48	73	E60
E62	.	.	.	.	.	.	6	.	2	1	2	.	1	.	12	.	.	.	.	2	.	.	2	7	2	4	3	.	.	1	.	.	.	.	8	1	.	.	.	1	10.00	65.00	15	37	E62
E65	2	1	6	.	.	.	.	2	1	.	.	.	2	1	3	.	.	.	.	.	.	.	1	6	.	3	1	1	6	1	1	.	.	1	8	12	.	4	1	1	2.47	67.47	16	39	E65
E66	1	1	9	.	1	1	1	.	1	.	8	5	8	24	13	12	.	1	.	6	6	8	9	9	6	7	10	13	7	9	17	9	6	13	10	14	7	8	4	11	10.00	285.00	50	75	E66
E76	.	.	9	.	.	.	.	.	.	.	2	.	.	24	12	1	.	1	.	.	.	.	.	.	.	.	2	4	.	6	1	.	.	.	5	3	.	.	.	.	3.16	73.16	21	44	E76
E77	1	.	7	3	.	.	5	2	4	2	8	.	2	24	13	1	.	1	.	.	.	.	9	9	.	7	6	13	7	9	.	5	.	7	10	14	1	8	4	11	2.42	195.42	44	69	E77
E78	3	.	8	.	.	.	1	.	5	.	.	.	.	24	13	.	.	.	.	1	1	.	1	7	.	5	.	3	.	1	3	.	.	.	9	3	.	7	1	1	6.05	103.05	32	56	E78
E82	.	.	9	.	.	1	.	4	.	.	.	.	.	24	3	.	.	.	.	1	1	.	3	7	.	.	.	.	7	1	.	.	.	.	10	2	.	8	3	4	1.54	89.54	26	50	E82
E83	.	3	8	1	9	.	1	.	2	1	.	.	1	.	13	.	.	3	.	.	.	.	9	6	5	6	4	.	4	2	1	.	.	.	10	14	7	.	.	.	5.54	115.54	37	62	E83
E88	.	1	9	.	.	.	.	.	2	.	.	.	1	2	13	12	.	1	.	2	1	.	2	1	.	7	.	1	.	1	.	.	.	.	10	14	.	.	1	.	0.37	81.37	24	48	E88
E89	.	.	.	.	.	.	.	1	.	.	.	.	.	1	4	.	.	1	.	1	.	.	.	.	.	7	.	3	.	1	1	.	.	.	10	2	.	.	2	7	7.17	48.17	11	26	E89
E90	.	1	.	3	.	.	1	1	2	.	.	.	.	23	7	1	.	1	.	.	.	.	1	5	.	2	.	1	.	.	.	9	.	.	9	1	.	.	.	1	2.52	71.52	20	43	E90
N1	.	.	1	.	.	.	.	.	.	.	.	.	1	24	13	.	.	.	.	.	.	.	2	1	.	7	3	.	.	.	2	.	.	1	8	.	.	.	.	1	1.39	65.39	2	38	N1
N2	.	1	1	.	.	.	1	.	.	.	.	.	.	.	1	1	.	.	.	.	1	.	4	3	.	5	.	.	.	.	1	.	.	.	6	.	.	.	2	.	0.45	27.45	1	11	N2
N4	3	.	.	.	.	.	.	.	.	1	.	.	1	24	2	1	.	1	.	.	.	.	1	7	1	5	.	1	.	2	3	.	.	.	9	3	.	.	.	4	7.13	76.13	3	45	N4
??	1	.	1	.	.	.	6	1	5	.	2	.	2	24	11	11	.	1	.	.	.	2	1	7	5	5	3	3	6	2	2	8	.	13	10	3	.	7	.	3	10.00	155.00	?43	68	??

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

RALLY ROUND

National Table Top Rally May 1989

WEST ESSEX CAR CLUB

INTRODUCTION

Welcome to the third Rally Round National Table Top Rally.
This year we are proud to be included as the fifth and last round of the National Table Top Championship.
Our popular format of last year is retained. Again you will be presented with 40 route cards, with at least 30 of them containing new ideas.
Our objective is that you will be well entertained during May by being presented with an unparalleled variety of navigational problems of varying degree of difficulty. As usual one section will be "timed" to split those with equal penalties.
Your objective is to plot swiftly and accurately and visit all the strategically undisclosed Passage Checks on the master route. This year less emphasis is being placed on mathematical wizardry and a computer will definitely not be needed.
Our usual high standard of awards and paperwork is guaranteed, as is a promise to at least equal 1988's publication of detailed results within 10 days of the closing date for receipt of marked maps.
For those that do not have a copy of the Rally Round board game (not required for the Table Top), it is available at a special purchase price of £7.50.

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

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

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

EQUIPMENT NEEDED
O.S. 1:50000 map 133 edition A_*, plus the usual navigational and plotting aids.

OFFICIALS
Event Secretary - Ray Crowther, 48 Collingwood Road, Witham, Essex, CM8 2DZ. Tel: 0376 - 519413.

CLASSES
Masters Individuals who have been placed in the first 10 overall of a National Table Top Rally.
Novices Individuals who are competing on their first National Table Top Rally.
Experts Individuals not classified as Masters or Novices.

EVENT TIMETABLE

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

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

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

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

PENALTIES

For each Time Control incorrectly recorded ..... 1 mark

For each Passage Check missed
(including wrong approach and departure) ..... 1 mark

On each "timed" section, per "second" deviation from the correct answer
..... 1/60th mark

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

ENTRY FORM

Name _____

Address _____

_____ Tel No _____

Nominated Car Club _____ Class _____

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

* (Optional) Please find enclosed a cheque for £7.50 payable to SARACAD MARKETING LTD. for a copy of the Rally Round Board Game.

* Delete as appropriate

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

AWARDS

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

2nd Overall ..... £15 plus engraved award

3rd Overall ..... £10 plus engraved award

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

1st Master ..... £10 plus engraved award

1st Expert ..... £10 plus engraved award

1st Novice ..... £10 plus engraved award

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

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

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

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