

WEST ESSEX CAR CLUB LIMITED
RALLY ROUND National Table Top Rally
February/March 1993

CROW'S CAWLUMN

Thank you for your entry. Your competition number is shown on the attached entry list. The list has been "seeded" for Masters and Experts. Seeding is by overall position on last year's event or 1991/1992 championship position, whichever is lower.

It looks sadly like the entry might be lower than hoped (only 100 at the time of writing). After last year's record turnout of 138, I thought the prejudice against the newest and last event in the calendar had finally been overturned. Perhaps there will be a rush of entries in the last few days?

Looking at the Championship positions after the excellent Langer Park TT, it definitely looks as though the R²T² will decide this year's winner. All the leading contenders have entered and according to my calculations there are still nine candidates for first place.

You may be interested to know that I've had a complaint even before the event has started (author not mentioned in case he wishes to remain anonymous). He complains (amongst other things) about the R²T² moving towards the Nelly format, because of the *lottery* you have on the Route Cards. Well, first, let's clear up any possible confusion. The RR is a map-marking, not a question-answering, event, so comparison with the Nelly is a bit naughty. However, every year we try to introduce something slightly different in the format to provide some variety - this year being the 20 from 24 selection. This isn't variety for variety's sake, it reflects the RR's interest in producing a balanced penalty base. Making the Route Cards too easy results in a scramble for the top places, often separated by just silly mistakes. Making them too hard reduces the map return percentage and puts entrants off for next year. With so many plotting wizards out there it is becoming increasingly difficult to baffle just enough people to produce a fair result. Some organisers are having to resort to obscure clueing in an attempt to find a clever winner. That's OK if you're on their wavelength or take an encyclopaedia to bed each night, but is hardly the purists view of testing navigational skills. This year I think the RR Route Cards are a bit harder than usual, but by having a choice I hope this will eliminate any possible criticism at some route cards being a bit specialist or using a subject which is foreign to you. Whether this works will no doubt be revealed by your post-event comments and I'm sure next year's organiser will take account of your preferences.

Lastly, I do hope you enjoy the R²T² over the next few weeks. As usual, you will encounter many novel, thought provoking ideas on the route cards, which should leave you with a warm feeling about West Essex Car Club's contribution to the National Championship.

"Crow"



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Entry List @ February 17

Masters

M1	Martin Rea	-	1	1
M2	Malcolm Price	-	7	2
M3	Pete James	Cheltenham MC	2	12
M4	Philip Bird	Cheltenham MC	4	3
M5	Roger Lintott	-	3	
M6	Colin Hensman	Ex Propellers	12	4
M7	*Kevin Watkins	Forest of Dean MC	5	10
M8	Dave Collins	Devizes	19	5
M9	Keith Norman	Oxford MC	20	8
M10	*Geoff White	ECMC	9	31
M11	Pete Smith	-	46	9
M12	Brian Stott	O61 MC	10	19
M13	Gillian Goodlass	-	15	11
M14	Paul Collins	ECMC	11	
M15	Anthony Cartmell	CSMA	13	13
M16	*Peter R Lear	Hants & Berks	57	14
M17	Howard R Simpson	CSMA	37	15
M18	Dave Bell	SCCON	41	16
M19	Don Clarke	CSMA	24	18
M20	J Perthen	RECC	18	24
M21	Andrew Crocombe	-	33	20
M22	Mick Goddard	CSMA	43	23
M23	Mick Lowe	Matlock	42	26
M24	Trevor Crowe	-	31	
M25	John Boothe	-	-	33
M26	Ted Manktelow	CSMA(NWL)	45	
M27	*Bob Muttram	Dolphin MC	52	
M28	*Mrs Bridget Lewis	Oxford	-	
M29	Jonathan Ellis	-	-	
M30	J M Foster	Northalton AC	-	
M31	Tony Preston	CSMA	-	
M32	Robert Daines	CSMA	-	
M33	Jeff Smith	-	-	
M34	Stuart Martingale	Basingstoke MC	-	
M35	Simon Marks	Oxford MC	-	
M36	Ralph Sanders	CSMA	-	
M37	Chris Pudsey	CSMA	-	

Experts

E1	Alan Livesey	Marden	16	34
E2	Maurice Pinner	ECMC	23	32
E3	Robin Hernaman	WECC	26	
E4	Bob Dennison	CSMA	35	27
E5	Sylvia Huckle	-	40	28
E6	Andy Westerman	Otley	30	
E7	I Begley	-	34	44
E8	Mick Wicks	-	-	37
E9	J P Kitts	-	64	38
E10	'Prar' Rennie	Windsor CC	63	39
E11	John Shelley	CSMA(NEL)	68	43
E12	John Watson	CSMA	66	46
E13	Dave Arkle	Whickham & D	47	53
E14	Chris Jackson	-	65	48
E15	Andrew Nichol	Ricardo	-	49
E16	Henry Carr	Ilkley & D	74	50
E17	Norman Nicolson	CSMA	51	
E18	R J Girvan	CSMA	70	52
E19	D M Jackson	-	53	56
E20	Tony Hesp	-	54	
E21	Sean C Austin	-	78	55
E22	S J Curtis	CSMA	73	57
E23	Carol Moulton	CSMA	62	58
E24	Barry Elliott	Bury AC	79	59
E25	Mrs Christine White	-	59	
E26	E R Turnbull	-	83	60
E27	Ron Babbs	CSMA	80	
E28	David Keetley	CSMA	-	
E29	Dave Leavy	WECC	-	

E30	Eileen Broadbent	Hartlepool & DMC	-	
E31	*Patrick Gosden	-	-	
E32	Ewan Hopes	Cheltenham MC	-	
E33	P A Senior	Morecombe	-	
E34	Stuart Lawrie	-	-	
E35	Stephen Roberts	Club Discovery	-	
E36	M P Shakespeare	CSMA(lpswich)	-	
E37	Steve Waggett	Stockton & DMC	-	
E38	T A Moore	CSMA	-	
E39	Glynn Hayward	Basingstoke MC	-	
E40	Malcolm Huxtable	CSMA	-	

Semi-Experts

SE1	Dave McKinlay	Jersey MC & LCC	-	
SE2	Douglas Brown	-	-	
SE3	Michael Davenport	-	-	
SE4	Douglas Warwick	CSMA	-	
SE5	Jorg Schmidt	-	-	
SE6	A D Piper	CSMA	-	
SE7	Richard Baty	Workington & DMC	-	
SE8	D Enticott	CSMA	-	
SE9	Mike Piggott	CSMA	-	
SE10	John Stead	Wakefield & D	-	
SE11	John Evans	CSMA	-	
SE12	Jenny Moulton	CSMA	-	
SE13	Krzys Giza	Polish MC	-	
SE14	Ian Frazer	Matlock	-	
SE15	Robin Usher	Southsea MC	-	
SE16	Dick Lines	WSMC	-	
SE17	Barry Gilder	Newtown & DAC	-	
SE18	Alan Crabtree	-	-	
SE19	Thomas Harris	-	-	
SE20	Brian Jeffs	-	-	
SE21	Gavin Rogers	GBMC	-	
SE22	Rob Hick	Devizes	-	
SE23	Graham Boddington	-	-	
SE24	Steve Turnbull	East Fife MC	-	

Novices

N1	I F Tooke	-	-	
N2	Marcus Ormerod	UC Salford	-	
N3	Robert Brook	Leeds MC	-	
N4	L Frapwell	-	-	
N5	Paul Hudson	Stockton & DMC	-	
N6	Jim Morris	-	-	
N7	James Menear	Camel Vale MC	-	
N8	John Birkitt	De Lacy MC	-	

Classless

C1	David Rogers	Oxford MC	-	
C2	J Gilmour	CSMA (Farn')	-	

111 Entries at the moment. Still hoping for a final surge on the last day!

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

Previous RRTT Champions

	1	2	3
1987	Kevin Watkins	Ian Oakley	Jean Horton
1988	Malcolm Price	Rob Searby	Trevor Crowe
1989	Pete James	Martin Rea	Phillip Bird
1990	Martin Rea	Doug Heard	Phillip Bird
1991	Martin Rea	Malcolm Price	Dave Bell
1992	Martin Rea	Pete James	Roger Lintott

FINAL INSTRUCTIONS

- Please read the NOTES section on the Response Sheet. This may contain some last minute changes or information about your own entry.
- There are 24 competitive sections and one penalty-free link section to get you over the fold of the map. The end of one section is automatically the start of the next section. Each section runs from one Time Control (TC) to the next. You are required to complete a *maximum of 20* of the sections. *On your Response Sheet you should clearly cross out the 4 sections that you do not want marked.* Leave the rest for Official Use Only.
- The route is to be plotted on O.S. Map 105 (York) edition B.
- There is a maximum penalty of 10 minutes against each section. The number of PCs vary depending upon length of route and complexity of route card, therefore each PC will attract the penalties shown in the table below. There is an optional tie decider in the event of equal penalties.

Route Card Penalties

#	# PCs	Pen/PC secs	Total secs	#	# PCs	Pen/PC secs	Total secs	#	#PCs	Pen/PC secs	Total secs
1	15	40	600	9	8	75	600	17	8	75	600
2	6	100	600	10	15	40	600	18	10	60	600
3	5	120	600	11	8	75	600	19	12	50	600
4	8	75	600	12	10	60	600	20	10	60	600
5	6	100	600	13	8	75	600	21	15	40	600
6	12	50	600	14	6	100	600	22	12	50	600
7	12	50	600	15	20	30	600	23	10	60	600
8	8	75	600	16	15	40	600	24	4	150	600

- Unless otherwise suggested the plots are in order.
- Unless otherwise stated the shortest route consistent with the information given should always be used.
- Dual carriageways as shown on the map are regarded as two separate roads.
- Unless otherwise stated no junction or part of the route may be used more than once. Staggered crossroads with no overlap are O.K.
- The route is confined to all roads defined under "roads and paths" on the map key. Paths are not to be traversed. Reference to white roads ignores any coloured overprint such as red bridleways, green woods etc. They are still white.
- All 'no through roads' shall be ignored unless stated. Roads disappearing under bridges, words or symbols and reappearing on the other side are through roads. Gates may be passed through. All roads leading to the edge of the map are 'no through roads' (except for TC24).

- Road colours may be referred to as Blue, Red, Brown, Yellow and White.
- Where a triangulation pillar or other symbol, letter or figure touches the road it will be regarded as being on the road.
- Spot heights are defined as being on the road where the actual 'spot' is on the road. On sections where the majority of the instructions are spot heights, spot heights which are not mentioned must be avoided.
- Where reference is made to bridges they are only counted where a bridge symbol is specifically shown.
- All compass directions are based upon grid north unless otherwise stated.
- Where applicable, measurements are to be made from the centre of the road.
- Use tramlines to mark either side of your route. Where parts of a route are difficult to mark, provide additional narrative alongside or draw your own enlargement of the roads.
- The organisers reserve the right to declare any section, or part thereof, void should ambiguity arise which cannot be readily resolved.
- ONLY call "Crow" on 0376-519413 if there is any administrative matter which you cannot resolve. Questions relating to the route will be answered with "No Comment".
- Send your *marked map and Response Sheet* to "Crow", 48 Collingwood Road, Witham, Essex, CM8 2DZ). Make sure your name, competition number and address are shown along the top margin of your map, and your competition number is on the top left of your envelope. Marked maps must arrive by post, no later than Wednesday, March 24th, 1993. If you leave it a bit late to rely on normal Royal Mail, post using a guaranteed system like recorded delivery or registered post.
- We encourage you to make comments regarding the event, good or bad, on the *reverse of the Response Sheet*. We reserve the right to publish your comments in full, so please keep them clean.

ROUTE INSTRUCTIONS

Additional Information

- 1) There has been a bridge erected from 723³/₄ 252¹/₄ to 725 252 which is usable if required.
- 2) The "white" markings at 753¹/₂ 480 are not a road.
- 3) There are no Black Spots.

Time Controls

Start	755 ¹ / ₄ 400NE	TC13(In)	SW431 403 ¹ / ₂ NE
TC1	WNW757 ¹ / ₄ 493 ³ / ₄ ESE	TC13(Out)	N434 390S
TC2	E790 565 ³ / ₄ W	TC14	W418 ¹ / ₂ 319E
TC3	S708 ¹ / ₂ 564 ¹ / ₄ SW	TC15	N426 274S
TC4	E672 ¹ / ₂ 523 ³ / ₄ SSE	TC16	NNW530 241 ³ / ₄ SSE
TC5	NNE594 ³ / ₄ 410SSW	TC17	ESE681 227NNE
TC6	SSE653 514NNW	TC18	S613 264N
TC7	ENE574 566 ¹ / ₄ WSW	TC19	E558 268 ³ / ₄ W
TC8	ENE562 471 ¹ / ₂ WSW	TC20	S527 ¹ / ₄ 325N
TC9	ESE500 433WNW	TC21	N791 ¹ / ₂ 340SSE
TC10	S471 ¹ / ₄ 506N	TC22	NE747 276 ³ / ₄ SW
TC11	ESE462 565 ¹ / ₄ SSE	TC23	SW766 ¹ / ₂ 219 ¹ / ₂ NE
TC12	ENE420 ¹ / ₂ 458WSW	TC24	WNW800 230 ¹ / ₄

1. Diamond Fan

Start to TC1. 5 E 9 E 1 S 1 S 1 S 1 S 6 S 0 S 1 S 0 S 4 S 21 W 2 N 0 N 13 W 0 W 4.

2. Things to Make you Cross

TC1 to TC2.



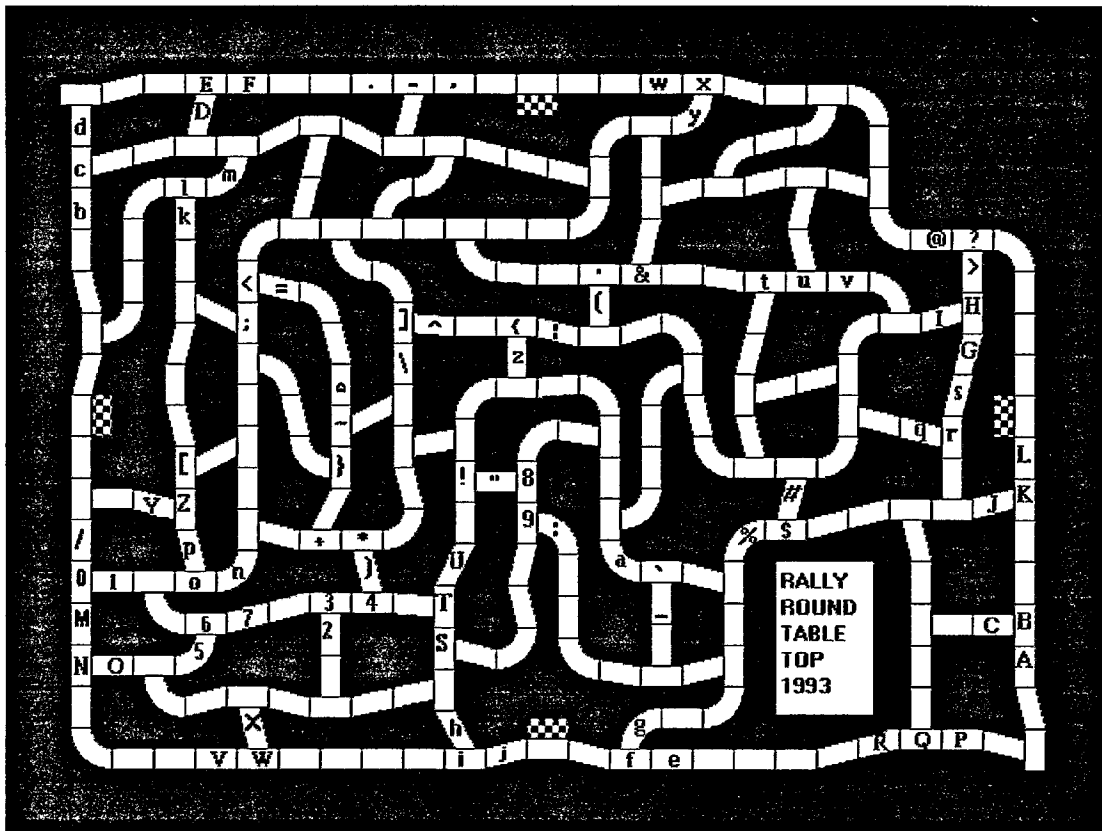
3. Remarques

TC2 to TC3.

Green Astras are terrible but can be quiet A Toyota will be quick Lancias demand rubber tyres Sierras? have spoilers and comfort A Peugeot is not a car so expensive to warrant a service A Vauxhall

4. Rally Round I

TC3 to TC4 via the following junctions in increasing order



5. Max Distance I**6. Max Distance II**

TC4 to TC6.

Proceed to spot height 14. Then bounded by the A1079T, River Derwent, GL40, A64(T) and River Ouse, choose a route via TC5 which will *maximise* the distance travelled from TC4 to TC6.

7. Roundabout Route

TC6 to TC7 using *coloured roads only*.

If I number the roundabouts to visit from West to East, I visit them in the following order

5 4 10 6 14 13 12 13 11 9 8 7 3 2 1 3

If I number the roundabouts to visit from North to South, I visit them in the following order

11 10 14 12 13 7 8 7 4 2 1 3 5 9 6 5

The route is contained within Eastings 57-66 and Northings 49-60. Distances are measured from the centre of the roundabouts.

Since you will pass close to Selven System's York office @ 589 1/2 550 1/2, call in for a cup of coffee if you have time!

8. District Line

TC7 to TC8. R H R H Y H Y H Y S Y H S Y S Y S Y S Y S Y S.

9. In for the Count

TC8 to TC9.

0 1 1 0 0 1 0 1 0 1 1 1 2 4 0 0 1 0 4 3 0 4 1 0 0 3 3 3 1 0 1 0 0 3 2 1 1 0 6 1 0 0 0 1.

10. 1:11.94

TC9 to TC10 via the following references which have been plotted on the cover map ¹⁰⁵.

W007.33 020.94, 008.71 023.70, ESE010.78 022.26E, WSW012.71 023.28ENE,
NNW011.73 023.87SW, 010.89 023.83, SW011.29 025.38NNW, 011.89 026.13,
011.98 026.38, 012.65 026.24, 013.02 028.48, 013.32 028.58NNW, 010.34 027.93,
008.38 025.98, 007.75 025.13, 005.86 025.21

11. As the Crow Flies

TC10 to TC11 via every ? junction as follows

1.4, 0.67, 0.59, 0.82, 2.79, 3.85, 2.75, 0.17, 3.95, 1.54, 0.95, 0.30, 1.49, 1.65

12. Anyone For Tee?

TC11 to TC12.

My score on the short par-46 course was 93! There was one par 1, seven par 2s, nine par 3s and a par 4. I was under par twice (par 3 as the 5th & 15th) and equal par once (7th, par 4). On the par 2 holes I was always 4, 5 or 6 over par. I took most strokes on the 6th with 9 shots. My best was a hole in one on the 15th. The 6" 12th hole I really mucked up by taking 6 shots. On holes 2, 8 and 9 I had the same score against the same par. A similar thing happened on holes 10, 16 and 17; also 4, 11 and 13; and 3 and 14. On the first and last hole I reached the green in one shot, but then took another 7 to putt.

13. The Answer to the Great Question Of Life, the Universe and Everything

TC12 to TC13(In).

0 0 +1 +1 +1 -1 -1 0 +1 0 0 0 -1 +1 -1 0 0 ? 0 ? 0 0 -1 0 +1 -1 0 0 0 -1 0 0 +1 +1

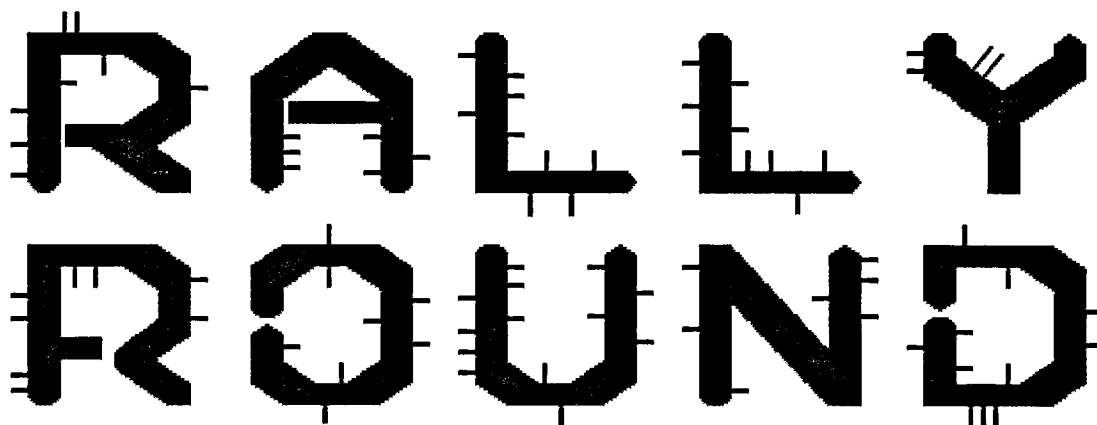
14. Strike it Lucky

TC13(Out) to TC14 via

XX7/5-, 8/8/5-, 63XX72, 6/X325-, X6/7/8121, 9/XX1-44, 3/X817-, 4-XX244/4-,
1/9/X1111, X3/X3/1-, 5/XX8/7-, XXX6/21, 5/5/5/5/5/5-, XXX-4, XXXX32

15. Rally Round II

TC14 to TC15.



16. ROTSSHITTOLOTU

TC15 to TC16.

SCOSRAAWRYLIAIENNMITESOBFREETENTYWEON.
WONHERELOWLEYRUNTOBADSOUREDUNNALETHENTKATEAGONLWEHITOTHE
LDMOLFIRAMF.
STIIVTHERETOPSEIGHTSHDINGENTWIHAENNI.
HTEOGLNAWYUNDORAWORBNGREATLINFOBEREPINGSASABULCSEOUH.
ASPSEHTSUBNOSATTITONWALLHDERBADTOURUNODANHALLBIGSATITON.
SUETREEHLYLOWETABSOUNDOURENTHASPSROUGHTH5416DANAGIBNEREFOBII
GINONETH1ATHORN.
VALEENOTEHBADORHETNROCSSIVEFBIGSREDVOERTHEREIANADREDALCVANGI
TANOIOTHETFISHIN.

17. Over/Under What/When?

TC16 to TC17.

O8080204005030010200202.
1U3U4UUUUUUUU21U1UU7.
205041.
1900903UUU13.
3001001400002UU10012UU100.

18. LCD

TC17 to TC18.

Proceed via the following spot heights only 2 1 7 3 4 7 5 2 0 7 2 4 9 5 3 5 2 8.
The number of lighted bars on each number represents the value of each spot height.

19. Rally Round III

TC18 to TC19.

RALLYR OUNDDL ORLDNO OoyDAD ODUDAL ORODNL RNNDNY
OULLYO OUULYU RNALUD RNYLYO RNDLYR OYALRL
Avoid ORLLYY.

20. Undisclosed Sum

TC19 to TC20.

84279 52298 501089 49734 491212 135283 50263 50358 49171 474212 130305 417311.

21. Don't Worry About Charon

TC20 to TC21.

If the series starts with S and ends with P (although some say it could be P & C), and all the little ones are included as A, proceed via

U S U S S U U U S S U U U U E U A P U P S J S J E A A M S A M A A A A S S J J A M E

(This is a long section)

22. 4 Rs & 3 Ls

TC21 to TC22.

R R L R R L L L R L R L R R L R L R R R R L R R L L L R R L R R R L R L L L L L L L L L L L L L L R R L L L L L L L R

23. I Did It M Way

TC22 to TC23. Proceed via these spot heights only 464543424 using a minimum of A road.

24. No Jackpot

TC23 to TC24.

Arsenal	0	Man. Utd	0	Brentford	2	Oxford Utd	2
A Villa	0	Norwich	0	Bristol C	0	Notts Co	0
Blackburn	0	QPR	0	Derby Co	1	Tranmere	1
Chelsea	0	Leeds	0	Leicester	0	Bristol R	0
Ipswich	2	Everton	2	Luton	3	Watford	3
Liverpool	0	C Palace	0	Newcastle	0	Cambridge Utd	0
Man City	3	Tottenham	1	Peterborough	0	Swindon	0
Nottm Forest	0	Southampton	0	Portsmouth	2	Millwall	2
Oldham	3	Middlesbro	0	Southend	0	Sunderland	0
Sheff Utd	1	Coventry	1	West Ham	0	Birmingham	0
Wimbledon	0	Sheff Wed	0	Wolves	0	Grimsby	0
Barnsley	0	Charlton	0	Bradford	1	Bournemouth	1

Tie Decider

Service crews are a clever bunch. On this event the winner was helped to victory by two service crews. Pete/Phil strategically decided to tour the map based upon a circle of radius 12.5 kilometres centred at TC20. *(They of course used unmarked roads on the map)*. Geoff/Ray did likewise but they based their tour on a circle of radius 7.5 kilometres centred at TC8. They started their tour from the Northern-most intersection of the two circles; Pete/Phil going clockwise and Geoff/Ray going anticlockwise. Both crews averaged 50 kph. Pete/Phil got to the Southern-most crossing point before Geoff/Ray.

How long (in seconds, as accurately as possible), did Pete/Phil have to wait before Geoff/Ray arrived?

[This tie decider is not compulsory, but will be used to separate competitors with equal penalties. The closer the answer the better. The time can be calculated exactly using geometrical formulae and solving some quadratic equations. If the maths are beyond you, make an educated guess. Write your answer in the Notes section of your Response Sheet. The best answer (solution and workings) will win the Stages and Selectives award.]

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February/March 1993

Final Entry List

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M7	*Kevin Watkins	Forest of Dean MC	5	10	27
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M12	Brian Stott	O61 MC	10	19	4
M13	Gillian Goodlass	-	15	11	22
M14	Paul Collins	ECMC	11		
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M16	*Peter R Lear	Hants & Berks	57	14	32
M17	Howard R Simpson	CSMA	37	15	14
M18	Dave Bell	SCCON	41	16	6
M19	Don Clarke	CSMA	24	18	26
M20	J Perthen	RECC	18	24	21
M21	Andrew Crocombe	-	33	20	
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M33	Jeff Smith	-		31	
M34	Stuart Martingale	Basingstoke MC		8	
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M37	Chris Pudsey	CSMA			
M38	Peter Harbord	CSMA			

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E24	Barry Elliott	Bury AC	79	59	51
E25	Mrs Christine White	-	59		
E26	E R Turnbull	-	83	60	
E27	Ron Babbs	CSMA	80		
E28	David Keetley	CSMA	-		50

E29	Dave Leavy	WECC	-		
E30	Eileen Broadbent	Hartlepool & DMC	-		
E31	*Patrick Gosden	-	-		
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E35	Stephen Roberts	Club Discovery			
E36	M P Shakespeare	CSMA(Ipswich)		9	
E37	Steve Waggett	Stockton & DMC			
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SE4	Douglas Warwick	CSMA	-		
SE5	Jorg Schmidt	-		34	
SE6	A D Piper	CSMA		53	
SE7	Richard Baty	Workington & DMC			
SE8	D Enticott	CSMA		36	
SE9	Mike Piggott	CSMA			
SE10	John Stead	Wakefield & D			
SE11	John Evans	CSMA			
SE12	Jenny Moulton	CSMA			
SE13	Krzys Giza	Polish MC			
SE14	Ian Frazer	Matlock			
SE15	Robin Usher	Southsea MC			
SE16	Dick Lines	WSMC			
SE17	Barry Gilder	Newtown & DAC			
SE18	Alan Crabtree	-		39	
SE19	Thomas Harris	-			
SE20	Brian Jeffs	-			
SE21	Gavin Rogers	GBMC		45	
SE22	Rob Hick	Devizes			
SE23	Graham Boddington	-			
SE24	Steve Turnbull	East Fife MC			
SE25	Simon Hawes	Guildford			
SE26	Stuart Waite	East Fife MC			
SE27	David Rogers	Oxford MC			

Novices

N1	I F Tooke	-		56	
N2	Marcus Ormerod	UC Salford			
N3	Robert Brook	Leeds MC		40	
N4	L Frapwell	-			
N5	Paul Hudson	Stockton & DMC			
N6	Jim Morris	-			
N7	James Menear	Camel Vale MC			
N8	John Birkitt	De Lacy MC			
N9	Tim Postgate	RECC			
N10	J Gilmour	CSMA(Farn')		57	
N11	Carl Pearson	Grimsby			

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

1993	1992	Name	Path	Nelly	Lang	RR	Score
1	-	Roger Lintott	1	-	3	2	6
2	1	Martin Rea	2	4	8	1	11
3	3	Phil Bird	-	7	4	5	16
4	-	Stuart Martingale	8	4	5	8	17
5	16	Dave Bell	29	9	7	6	22
6	12	Pete James	-	3	11	10	24
7	-	Ted Manktelow	10	16	2	15	27
8	2	Malcolm Price	25	5	9	16	30
9	15	Howard Simpson	6	21	10	14	30
10	4	Colin Hensman	7	11	16	12	30
11	34	Alan Livesey	19	27	13	7	39
12	5	Dave Collins	4	14	25	28	43
13	11	Gillian Goodlass	15	17	14	22	46
14	26	Mick Lowe	17	18	12	27	47
15	-	Robert Daines	3	23	23	24	49
16	19	Brian Stott	22	31	15	4	50
17	-	Jeff Smith	-	6	18	31	55
18	-	Tony Preston	-	2	38	19	59
19	22	"Crow"	11	25	24	-	60
20	18	Don Clarke	26	20	17	26	63
21	9	Kevin Watkins	18	-	21	27	66
22	-	Andrew Westerman	13	69	34	20	67
23	23	Mick Goddard	9	31	48	29	69
24	24	John Perthen	28	31	20	21	69
25	-	Glynn Hayward	27	42	26	18	71
26	-	Ralph Sanders	28	12	37	23	72
27	33	John Boother	31	43	1	-	75
28	28	Sylvia Huckle	21	31	46	30	82
29	17	Mitch Fielding	20	38	29	-	87
30	-	Stuart Lawrie	50	21	62	17	88
31	-	Martin Shakespeare	46	48	42	9	97
32	32	Maurice Pinner	23	66	-	11	100
33	14	Peter Lear	35	46	36	32	103
34	43	John Shelley	61	30	31	43	104
35	-	Paul Collins	12	58	39	-	109
36	44	Ian Begley	36	43	75	35	114
37	31	Geoff White	14	48	-	55	117
38	56	Dave Jackson	59	-	30	38	127
39	27	Bob Dennison	58	48	28	54	130
40	-	Gavin Rogers	-	54	32	45	131
41	52	Robert Girvan	42	46	71	46	134
42	37	Mick Wicks	72	38	27	-	137
43	-	Ian Houghton	-	38	51	48	137
44	46	John Watson	51	29	60	-	140
45	-	Norman Nicolson	62	62	22	-	146
46	-	Tony Hesp	48	60	41	-	149
47	48	Chris Jackson	71	66	35	52	153
48	51	Thomas Moore	-	66	57	44	167
49	38	Jeff Kitts	63	58	46	-	167
50	58	Carol Moulton	56	72	88	47	175
51	-	Dave Keetley	67	72	68	50	185
52	-	David Enticott	-	74	78	36	188
53	-	Malcolm Huxtable	68	54	70	-	192
54	57	Stephen Curtis	44	78	76	-	198
55	-	Malcolm Davenport	73	-	85	42	200
56	-	Ewan Hopes	55	76	84	-	215
57	-	Jennie Gilmour	-	90	94	57	241
58	60	Ernest Turnbull	84	69	93	-	246
59	55	SEan Austin	81	77	90	-	248
60	-	Graham Boddington	77	84	87	-	248
61	-	Peter Toothill	74	87	88	-	249

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.

NATIONAL TABLE TOP RALLY CHAMPIONSHIP

sponsored by
RALLY NAVIGATION SERVICES
Bulletin No.3

Jolly Roger Lifts Title

There is a new table top Champion for the first time in six years following the final round in the series. ROGER LINTOTT's second place overall on West Essex CC's RALLY ROUND was sufficient to take the Rally Navigation Services sponsored trophy to Hampshire.

The headline is not intended to imply that Roger is a pirate!! Quite the contrary as consistent results over the season have given him the main prize. However, it can be imagined that the Championship Shield has become a permanent fixture in the Rea household.

MARTIN REA has still managed to secure runner-up spot in the Championship with PHIL BIRD third. In his first full season of events STUART MARTINGALE's consistency has given him fourth place from DAVE BELL. The remainder of the top ten finished - PETE JAMES, TED MANKTELOW, MALCOLM PRICE, HOWARD SIMPSON and COLIN HENSMAN.

Congratulations to all award winners, the cheques and trophies will be despatched under separate cover in the next few weeks. The full table is published alongside.

To conclude, this Bulletin will be sent to all RALLY ROUND entrants and all others figuring in the final table. Everyone else on the mailing list will be sent a copy with the coming season's Championship Regulations.

'Rea' of Hope on RALLY ROUND

MARTIN REA recorded his fourth consecutive win on the West Essex CC organised event, but it wasn't enough to secure the Championship title because ROGER LINTOTT's second place blocked Martin's challenge.

KEITH NORMAN turned in his best result of the season with third place followed by BRIAN STOTT and PHIL BIRD.

On what proved to be quite a testing event it is hard for me to write this review fairly because I found it far too difficult - only to solve and plot three sections. 'Crow' tells me that some entrants were grateful for a harder event for a change! I am certainly not one of them.

Geoff White
Championship Coordinator

Rally Round National Table Top 1993 Headlines

April 8th, 1993

Dear Rally Rounder,

Herewith the results of the 1993 RRTT together with the 1992/93 Championship positions.

No clean sheet this year, but Martin Rea for the fourth year running emerged as winner, this time with just 3 mistakes. Roger Lintott did give him a close run contest as runner-up, but he must be well satisfied as overall Champion for the year instead.

Much of the debate and comment about the event is included in the route card solutions and competitors comments. Let me just add a few general remarks.

Yes, it was harder this year and I explained my reasoning for this with the route cards. This was moderated by the selection that you had, and the majority favoured the 20 from 24 format. A toughie does no harm once in a while, but no doubt it will be RRTTs turn to be a shade easier in 1994. Asking you to do all the route cards and scoring your best 20 seemed to be the desired format for the future.

Apologies for the few errors in the route cards. You sussed these of course and my only excuse is that my normally perfect typist went on strike after being lured into doing the publishing work for the Langer Park, so I had to resort to a less accomplished alternative, me.

I've just managed to keep my promise of results within two weeks. A few days later than I had hoped since the results team went sick as the maps came in, and my thanks to my daughter Rebecca who did all the adding and checking of penalties.

On the first RRTT in 1987 I excluded two entrants for obvious collusion, and in recent years I had commented a few times about the similarity of some competitors solutions. This year I came close to excluding two more, whose answers were so alike that coincidence was almost out of the question. Remember, this is an individual event and by all means ask your spouse the odd question while

rustling the map in bed, or refer to a book, but don't cheat by comparing notes with another competitor.

As usual I have swamped you with statistics and information about the event. We had a reduced entry of 117 this year with a low return rate of 49%; so 57 competitors figure in the results.

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

Again, though it wasn't actually needed, many enjoyed doing the tie decider.

Congratulations to all the award winners and many thanks for your support and comments. (Award winners should receive their pots within the next 2 weeks.)

"Crow"
Clerk of the Caws



P.S.

I can't say at the moment whether I'll be cawing for you on an 8th RRTT in 1994. If not, please support my successor with the enthusiasm and encouragement you have given me over the last 7 years. Thanks.

OVERALL POSITIONS

OVERALL POSITIONS		OVERALL POSITIONS		
1	Martin Rea	225	47 Carol Moulton	6265
2	Roger Lintott	255	48 Ian J Houghton	6865
3	Keith Norman	615	49 Douglas Brown	6995
4	Brian Stott	630	50 David Keatley	7320
5	Philip Bird	650	51 Barry Elliott	7570
6	Dave Bell	685	52 Chris Jackson	7585
7	Alan Livesey	740	53 A D Piper	8335
8	Stuart Martingale	790	54 Bob Dennison	8860
9	M P Shakespeare	855	55 Geoff White	10080
10	Pete James	890	56 I F Tooke	11100
11	Maurice Pinner	985	57 J Gilmour	11800
12	Colin Hensman	1020		
13	Mrs Bridget Lewis	1045		
14	Howard Simpson	1080		
15	Ted Manktelow	1090		
16	Malcolm Price	1130		
17	Stuart Lawrie	1180		
18	Glynn Hayward	1185		
19	Tony Preston	1240		
20	Andy Westerman	1535		
21	J Perthen	1555		
22	Gillian Goodlass	1590		
23	Ralph Sanders	1750		
24	Robert Daines	1755		
25	Simon Marks	1815		
26	Don Clarke	1820		
27	Kevin Watkins	2095		
28	Dave Collins	2600		
29	Mick Goddard	2745		
30	Sylvia Huckle	2805		
31	Jeff Smith	2830		
32	Peter R Lear	3150		
33	Robin Hernaman	3560		
34	Jorg Schmidt	3570		
35	I Begley	4120		
36	D Enticott	4180		
37	Mick Lowe	4230		
38	D M Jackson	4410		
39	Alan Crabtree	4830		
40	Robert Brook	4885		
41	Bob Muttram	5130		
42	Michael Davenport	5540		
43	John Shelley	5640		
44	T A Moore	5660		
45	Gavin Rogers	5735		
46	R J Girvan	5835		

Rally Round National Table Top 1993 Detailed Results

No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.	
M1					*						2		1		*	*					*	*	*	*		117.61940	225	1	1	M1
M2	1					1	7	3	1		2			*	*	3		1			*	*	*	1		117.61940	1130	13	16	M2
M3	1				3	2	6								*	1			1	*	*	*	*	1		117.61940	890	8	10	M3
M4	1				1	2	6								*				1	*	*	*	*	1		117.61940	650	5	5	M4
M5	1				*	*							1		*	2					*	*	*	1			255	2	2	M5
M6					1	2	*	3		1	3				*	4			1	*	*	*	*	2		117.61940	1020	9	12	M6
M7	*				2	3		1	7		3			1	20				2	*	*	*	*	2			2095	21	27	M7
M8	3		*		1	6	1	1			3			*	20	2	*	5				10	7	*		94.2482	2600	22	28	M8
M9											2	1	1		*	3	*	*	1	*	*	*	*	2		127.8	615	3	3	M9
M10	*			*	*	*	12	8	8	15	8	10	8	6	20		8	8	12	10	15	12	10	4			10080	28	55	M10
M12				1	1	2					3			*	*	2			1	*	*	*	*			52	630	4	4	M12
M13	1		5		2	3					2	1			*	3		*	1	*	*	2	2		2994.1815	1590	16	22	M13	
M16	5		5	*	1	4		1				1	4	*	20		1	7	1	*	*	12	5		115	3150	25	32	M16	
M17	3				1		1	4					1	*	*	*		1	1	*	*	*	*	1		117.61940	1080	11	14	M17
M18							6				2		1	1	*	*				*	*	*	*	1			685	6	6	M18
M19	2				2	5	6	2			3		1	*	*	2			2	10	*	*	*	1		118.37	1820	20	26	M19
M20	*		1		1	2		2		1	3			1	19	*	*		1	*	1	*	*	1		401.50077	1555	15	21	M20
M22				5	2	4	6	1			2	1	1	2	*	*	*	1	1	8	*	*	8	2			2745	23	29	M22
M23	2	5	5	5				2	8	5	2		6	*	*	*	1	1	1	2	*	*	11		2		4230	26	37	M23
M26	1					2	6				3		1	*	*	3	*	1	1	*	*	*	*	2		116.78	1090	12	15	M26
M27	1	3	4	6	3	4	1	1			2	*	1	6	*	*	*	4		11	10	*	12	6			5130	27	41	M27
M28					1	*		3					2	*	*	+1	*			1	*	*	*	3			1045	10	13	M28
M31	1				2	3	1	1		*	2		3	*	*	2			1	*	*	1	3				1240	14	19	M31
M32			5	*	1	1		1	2	1	2			*	*	1	2			*	1	*	*	1	2	0.0331264	1755	18	24	M32
M33				*	2	4				13	3		*	*	19	2	5			*	*	6	6			116.7	2830	24	31	M33
M34	*				1						3		1	1	*	3			1	*	*	*	2			117.61927	790	7	8	M34
M35	1		*	5	1	2	1	3		3		1	3	1	*	2	*		1	*	1	5					1815	19	25	M35
M36					4	6		2	1		2			*	*	3	1		1	*	*	*	5	3	*	117.63	1750	17	23	M36

+ includes 300 for W.D. at TC

AWARD WINNERS

1st Overall	M1	Martin Rea	225	1st Expert	E34	Stuart Lawrie	1180
2nd Overall	M5	Roger Lintott	255	1st Semi-Expert	SE5	Jorg Schmidt	3570
3rd Overall	M9	Keith Norman	615	1st Novice	N3	Robert Brook	4885
4th Overall	M12	Brian Stott	630	"Fastest" Award	M2	Malcolm Price	
5th Overall	M4	Philip Bird	650	Best WECC	E3	Robin Hernaman	3560
6th Overall	M18	Dave Bell	685	Best CSMA	M31	Tony Preston	1240
7th Overall	E1	Alan Livesey	740	Best Club Team	Oxford MC		
8th Overall	M34	Stuart Martingale	790	(Keith Norman, Mrs Bridget Lewis, Simon Marks)		3475	
9th Overall	E36	M P Shakespeare	855				
10th Overall	M3	Pete James	890				
11th Overall	E2	Maurice Pinner	985				
12th Overall	M6	Colin Hensman	1020				
13th Overall	M28	Mrs Bridget Lewis	1045				
14th Overall	M17	Howard Simpson	1080				
15th Overall	M26	Ted Manktelow	1090				

Rally Round National Table Top 1993 Detailed Results

No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.
E1	*		1		1	1	1				2		1	*	*	3			1	*		1			117.87445	740	1	7	E1
E2					2	4				1	2	1	1	1	*	2	*			*	2	*			46	985	3	11	E2
E3	6				3	4	6		8		3		*	*	19	6	3			9	*	*	2		117.61940	3560	8	33	E3
E4	15		*	8	3	5		2	8	15	*	*	8	6	20	15	8		12	10	15	12	6	*		8860	19	54	E4
E5	15				4	5	6			3	2		1	*	*	2			1	9	*	*	4			2805	7	30	E5
E6	3				2	3		1					*	*	3			5	2	*	*	7	2		117.62	1535	6	20	E6
E7	10	3			3	7	6	2	1		3		3	*	*	1	5	7		9	*	*	7		113	4120	9	35	E7
E11	*		*		2	5		3	*	*	3		2	6	20	15	8		3	10	15	12	4		122.52198	5640	11	43	E11
E14	13		1	*	2	8	6	7	*	9	8	*	*		20	3	8	5	12	9	15	12	10			7585	18	52	E14
E18	*		1	1	4	8	6	5	*	15	8		*	6	20	2	1		1	*	15	12	6			5835	13	46	E18
E19	*		4	*	1	2	2	2	8		2		2	1	20	6	2	7	*	10	*	7	2			4410	10	38	E19
E23	10	3	2	*	1	2	10	5	*	*	4	1	3	4	19		3	8	11	9	*	12	5		19.72	6265	14	47	E23
E24	15		5	8	3	7	12	4	8	*	3		5	6	20	5	*		12	*	*	12	7		19.2	7570	17	51	E24
E28	15	1	5	8	1	1	8	4	8	15	8		6	6	20	7	8		*	*	*	*	4			7320	16	50	E28
E34	5				1	1		2			3		3		*	2	*		1	*	1	*	1		117.62	1180	4	17	E34
E36	*		*					1			2			*	3				*	*	*	9	1		117.61940	855	2	9	E36
E38	*		*	8	1	1	1	4		*	*		8		20	15			12	10	15	12	6			5660	12	44	E38
E39	3						6			*	3	1	4		*	3			*	*	*	*	1			1185	5	18	E39
E41	15	3		8	1	7		1	8	15	8		8	6	20	4	8	5	*	*	*	*	3			6865	15	48	E41

No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.	
S2	*	1	*	*	1	3	1	*	8	15	3		8	6	20	1	6		12	10	15	12	3	2		1311	6995	6	49	S2
S3	15		5	8	3	7	4	2	8		4		8		20	1	8			*	*	*	*				5540	4	42	S3
S5	8	*	1	5	2	3	6	1			3	1	1		17	5	2	*	1	*	*	8	6			3570	1	34	S5	
S6	15	3	5	8	2	9	12	*	*	1	7	10	*		20	4	8	7	12	10	*	12	4			8335	7	53	S6	
S8	14		*		2	5	6				3		*	*	20	2	7			*	15	12	4			4180	2	36	S8	
S18	2	*		*	4	4		1	8	15	8		3		20	2	8	8	1		*	*	4			4830	3	39	S18	
S21	15		5		3	5		1	8		2	10		6	20	4	8	6	*	*	*	*	4		117.61940	5735	5	45	S21	

No.	TC1	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	T/D	Total	Class	O/A	No.	
N1	*	*	*	*	2	11	12	8	8	15	8	10	8	6	20	8	8	8	12	10	15	11	10	4			11100	2	56	N1
N3	10	3	*		2	5	6	3	*		8	9		2	19	4	8			8	*	*	1		1172.7405	4885	1	40	N3	
N10	15	4	5	8	6	12	12	8	8	15	8	10	8	6	20	15	8	10	12	*	*	*	10	*			11800	3	57	N10

Rally Round National Table Top 1993

Route Card Solutions

In the descriptions below *Attempted* refers to the percentage of entrants who selected the route card in their list of 20; *Success* refers to the percentage of correct PCs on the attempted sections; *Clean* refers to those that were penalty free.

1. Diamond Fan

The fan referred to the diamond shaped ETL in square 7745, which radiated arms going N, S, E and W. Hence you had to cross these at various places. The numbers between the directions were the total junctions that you had to pass through between each ETL crossing. The final sequence would have read better as N 3 W 10 W 0 N 4, but most sussed the discrepancy.

Attempted 81%, Success 65%, Clean 12

2. Things to Make you Cross

Just a number of different crosses to visit. The large X referred to a windmill and the small x a crossroads. The largest + was a double grid line crossing on a road, the middle + an antiquity and the small + churches. The most successfully completed route card.

Attempted 95%, Success 91%, Clean 44

3. Remarques

Just add up the number of letters in each word in the nonsense sentence; join the numbers together and you had a list of unpunctuated spot heights to visit.

56, 38, 33, 25, 16, 42, 57, 66, 57, 48, 37, 17, 23, 13, 29, 27, 17, 18.

Attempted 84%, Success 75%, Clean 30

4. Rally Round I

For computer buffs, and there were a lot of you. The characters at the junctions were a series of ASCII numbers from 32 to 127, in 3's defining the approximate shape of the 32 consecutive junctions to visit.

Attempted 81%, Success 75%, Clean 31

5. Max Distance I

6. Max Distance II

The biggest problem for many was ignoring the white parallel to the A64(T) in 6248. This made a longer route for section 6 and also for section 5 by allowing

the Yellow, White, Yellow loop from Wheldrake->Wheldrake Wood->Wheldrake to be used. Also there were a lot of sneaky little white loops and laybys.

5 - Attempted 95%, Success 71%, Clean 7

6 - Attempted 95%, Success 70%, Clean 8

7. Roundabout Route

The only section with *coloured roads only*. Some liberally used whites, and some fell foul of a tiny white blocking a yellow at 610³/₄ 514. From West to East the roundabouts were in the following squares 5(6053), 4(5953), 10(6250), 6(6052), 14(6451), 13(6455), 12(6355), 13(6455), 11(6256), 9(6256), 8(6058), 7(6056), 3(5955), 2(5855), 1(5855), 3(5955). Depending on whether you attempted section 4 there were two shortest routes to the first roundabout, but this was catered for in the location of the PCs. As expected this card produced the biggest variety of routes. The most popular route card - all but one selected it.

Attempted 98%, Success 72%, Clean 23

8. District Line

Crossing of district boundaries via districts Ryedale, Hambleton, Harrogate, York and Selby. The first H was Hambleton, the other H's were Harrogate. Some missed the shorter route via PC8D and the two border crossings that were possible between squares 5648 and 5649, which was shorter than the detour via Middlethorpe.

Attempted 96%, Success 76%, Clean 17

9. In for the Count

Via grid squares containing the number of junctions to visit. The route through 5742 was tricky since some were doubtful about the number of junctions where the airfield runways met the yellow. This did not matter since the PCs did not check the route here.

Attempted 89%, Success 70%, Clean 33

10. 1:1194

The plots were based upon the small version of Map 105 on the cover, using an origin of 000 000. The 1:11.94 was the relative scale of the main map and cover

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map. To get to the required plots you had to multiply the given Eastings and Northings by 11.94 and then add them to the origin offset of 400 200.
Attempted 89%, Success 77%, Clean 32

11. As the Crow Flies

Every 3rd junction was the answer. The route from the first plot to the second was awkward. The plot at $461\frac{1}{2}$ $525\frac{3}{4}$ is not a junction, since there are no through roads verified by the fact that it was not counted later in the route, so the more southerly route via 459 514 was the way to go. The 1.54 distance was a bit short, so only a correct approach was required at PC11F.
Attempted 96%, Success 60%, Clean 8

12. Anyone For Tee?

The clues referred to 18 spot heights to be visited. You should have got 28, 26, 37, 34, 32, 39, 44, 26, 26, 27, 34, 16, 34, 37, 31, 28, 38. The first digit was the par, the second digit, my score. Most of you recognised I had an undisclosed handicap of 10 and that the true total of the spot heights was 103.
Attempted 95%, Success 87%, Clean 39

13. The Answer to the Great Question of Life, the Universe and Everything

Fans of *Hitch Hikers Guide to the Galaxy* would have got this straight away as the number 42. The literary interpretation was not strictly necessary since by inspecting the sequence of numbers you could see that it was an old favourite in disguise crossing similar values of Eastings and Northings starting at 42. You should have gone under the A1(T) at $423\frac{1}{4}$ 429, not the longer route via $422\frac{1}{2}$ 431.

Attempted 89%, Success 69%, Clean 15

14. Strike It Lucky

Been Ten-Pin bowling lately? The clues were scores from frames of the game. You had to work out what the score was so far and then these values represented spot heights to visit.

For example, take 4-XX244/4-. 1st Frame, 4- = 4. 2nd frame, add XX2(22) = 26. 3rd Frame, add X24(16) = 42. 4th Frame, add 24(6) = 48. 5th Frame, add 4/4(14) = 62. 6th Frame, add 4-(4) = 66. The spot heights to visit were thus 67 38 64 45 67 61 55 66 55 72 92 91 75 68 103.

Attempted 72%, Success 65%, Clean 19

15. Rally Round II

Not the normal sort of herringbone. The "ignore lefts" were "cross an Easting", the "ignore rights" were "cross a Northing". The single "crossroads" was "cross a Northing and Easting at the same time". Most didn't even try and those that did failed in their guesses. Bet you'll kick yourself now.
Attempted 47%, Success 1%, Clean 0

16. SORT THIS LOT OUT

Unpunctuated anagrams of the instructions you had to follow.

CROSS A RAILWAY NINE TIMES BEFORE TWENTY ONE.

NOW THREE YELLOW ROUNDABOUTS UNDER AN ETL THEN TAKE A LONG WHITE TO HOLMFIELD FARM.

VISIT THREE SPOT HEIGHTS ENDING WITH A NINE.

THE LONG WAY ROUND A BROWN TRIANGLE BEFORE PASSING A CLUB HOUSE.

PASS THE BUS STATION TOWN HALL RED ROUNDABOUT AND BAGHILL STATION.

USE THREE YELLOW ROUNDABOUTS THEN PASS THROUGH 1645 AND A BIG N BEFORE JOINING THE A1 NORTH.

LEAVE ON THE B ROAD THEN CROSS FIVE BRIDGES OVER THE AIRE AND CALDER NAVIGATION TO THE FINISH.

Taking too long a route to cross a railway nine times was the most common error.

Attempted 93%, Success 77%, Clean 7

17. Over/Under What/When?

There were 50 different crossings in total, with the intermediate blanks filled in by numbers. From top to bottom the features were LC, ETL, Canal, Railway Bridge, M62.

Attempted 82%, Success 61%, Clean 19

18. LCD

Counting the bars converted the number sequence to the following spot heights: 5 2 4 5 4 4 5 5 6 4 5 4 6 5 5 5 5 7. Yes, I knew that there were 3 and 4 barred versions of a 7, and that was part of the problem some of you had to solve, since the 3 bar version does not plot.

Attempted 96%, Success 82%, Clean 37

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19. Rally Round III

Code breaking time to give map references where R=6, A=1, L=2, Y=8, O=5, U=9, N=1, D=3. Many took the longer yellow then Burton Hall rather than the white alongside Selby Canal.

Attempted 93%, Success 74%, Clean 15

20. Undisclosed Sum

These were just map references where two consecutive digits had been added together in a repeating pattern. The original references were (53)4279, 5(20)298, 50(82)89, 497(30)4, 4912(84), (49)5283, 5(00)263, 50(12)58, 491(25)1, 4742(75), (49)0305, 4(98)311. Not as hard as you probably first thought.

Attempted 35%, Success 19%, Clean 3

21. Don't Worry About Charon

The series starts with Sun and ends with Pluto (although some say it could be Pluto & Charon *twin planets apparently*), and all the little ones are included as Asteroids...gave a sequence of S(un)=1, M(ercury)=2, V(enus)=3, E(arth)=4, M(ars)=5, A(steroids)=6, J(upiter)=7, S(aturn)=8, U(ranus)=9, N(eptune)=10 and P(luto)=11. The duplicate S's and M's were not a problem and the numbers referred to spot heights. PC21C caught a few out because the small white North of the brown crossroads in 5737 was usable.

Attempted 54%, Success 67%, Clean 15

22. 4 Rs & 3 Ls

There were four different R's, R(ight), Red, Round(about) and Rail(way); and three different L's, L(eft), LayBy and Level Crossing. Translating the route card gave: Red, R, L, R, Red, L, LB, L, Red, L, R, L, R, R, L, R, L, Rail, R, LC, R, R, Red, R, L, R, Red, L, L, L, R, Red, L, R, Rail, Round, L, Round, L, L, LB, L, L, L, LB, L, R, L, L, R, R, L, L, LC, Rail, L, L, L, L, L, L, Red.

Attempted 51%, Success 30%, Clean 3

23. I Did It M Way

The M in the title was a clue for Motorway. The spot heights to visit were thus 46, 45, 4, 3, 4, 2, 4. To get to the 46(4920) and 45(5020) required a long detour on the Motorway. After leaving the motorway many overlooked the white through Groves Fm which meant using less red road. As did taking the yellow around the moat and via the white crossroads in Howden.

Attempted 97%, Success 68%, Clean 5

24. No Jackpot

3 points for a score draw, 2 points for a no-score draw and 1 point for a home win (*but different since the route cards were published*) Interpret all the results accordingly and you ended up with an unpunctuated list of spot heights and Northings to cross. 22, 22, 3, 21, 21, 3, 22, 3, 23, 23, 22, 3, 22, 23. Cleaned by more than any other route card.

Attempted 95%, Success 89%, Clean 49

Tie Decider

As usual thanks for your astounding mathematical prowess on the optional tie decider. Nine qualified in my opinion with the "right" result of 117.61940, to 5 places of decimals. Solutions of note were:

M1 showed simplicity of calculation and great manual accuracy. M2 plotted a diagram using AutoCad II on a Compaq 386 and then finished it manually. M3 was neat and used a Casio fx-100D calculator. M4 was concise, manual and accurate. M9, graphically on the map, but inaccurate. M17 showed good manual workings but confessed to using Fortran, double precision, 64-bit, arithmetic and gave the most accurate answer at 117.6194001926284. M19 used mathematical tables and a free calculator, wasn't satisfied and consulted his son in Texas - both gave wrong answers. M20 produced lots of manual calculations and a computer program - I'm glad he doesn't code for me, he was way out! Not sure where M32 went wrong, but 0.03 seconds was a bit too small. M34 and rusty maths was close. E1, the neatest, but not accurate enough. E3 provided two manual solutions, a straightforward way and a long and less accurate way. E11 untidy and wrong. E34 and E36 were neat, manual and concise. SE21 used a scientific calculator to good effect. N3 - Mark I was close, Mk II by separate post had a decimal place wrong somewhere.

Judging was difficult and I wanted the winner to be someone who hadn't won another award. E3 (Robin Hernaman) got my vote for his well laid out, neat and understanding solution but was best WECC, so the award went to M2 (Malcolm Price).

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Passage Check Locations

1A SW780	414 ³ / ₄ WNW	6E S620 ¹ / ₄	460 ¹ / ₂ W	10J S550 ¹ / ₂	513 ³ / ₄ E	15G SE464 ¹ / ₄	356 ¹ / ₄ NE	18J ESE624 ¹ / ₂	239 ¹ / ₂ NNE	22H W763 ¹ / ₂	288 ¹ / ₂ E
1B E785 ¹ / ₄	452 ¹ / ₄ N	6F WNW604 ³ / ₄	478SSW	10K S556 ¹ / ₄	541 ¹ / ₂ SSE	15H ESE468	370 ¹ / ₂ NE	22I SW771 ¹ / ₂	290 ¹ / ₂ SE	22J E783	282S
1C NW786	475SE	6G SW642	493SE	10L E553 ³ / ₄	546NW	15I W487	371 ¹ / ₂ E	22K W787 ¹ / ₄	257S	22L W760 ¹ / ₂	270 ¹ / ₄ NNW
1D E770 ² / ₄	448 ¹ / ₂ SE	6H W656	480SSW	10M E514 ² / ₄	532 ³ / ₄ W	15J N489	360 ³ / ₄ E	19A ESE609 ¹ / ₂	290 ¹ / ₂ N	19B E588 ³ / ₄	332SW
1E NW770 ¹ / ₄	435SW	6I WSW677 ¹ / ₄	484 ³ / ₄ SE	10N NE500	510 ¹ / ₄ E	15K N489	334 ¹ / ₂ S	19C ESE559 ¹ / ₂	308 ¹ / ₂ E	19D E545 ¹ / ₂	313W
1F SE759	414 ¹ / ₂ SW	6J ENE663 ¹ / ₂	477 ¹ / ₂ SE	10O E475 ³ / ₄	504S	15L E495 ¹ / ₂	324 ³ / ₄ S	19E NNW536 ¹ / ₂	302 ¹ / ₂ SSE	19F E566	295 ¹ / ₂ N
1G S709	413N	6K S673 ³ / ₄	504WNW	11A NE464	518SW	15M N473 ¹ / ₂	309W	19G WSW602 ¹ / ₂	308 ³ / ₄ SSE	23A SW491 ¹ / ₂	204 ¹ / ₄ NE
1H NW712 ¹ / ₂	423 ¹ / ₂ ESE	6L SE660 ¹ / ₄	505SW	11B SW457 ¹ / ₄	519 ³ / ₄ W	15N E468 ¹ / ₄	297 ³ / ₄ W	19H ENE585 ¹ / ₄	289 ¹ / ₂ SSE	23B NNE484 ¹ / ₂	234 ¹ / ₄ NW
1I NNW724	448 ¹ / ₂ E	7A WSW653 ¹ / ₂	519 ¹ / ₂ NNW	11C S451	528 ³ / ₄ E	15O SE461 ³ / ₄	310 ¹ / ₂ WNW	19I W601 ¹ / ₂	293S	23C S741 ¹ / ₄	272 ¹ / ₂ NE
1J ESE757 ¹ / ₂	453 ³ / ₄ NNE	7B NE621 ¹ / ₂	539NW	11D S489 ³ / ₄	558 ¹ / ₂ WNW	15P NW453 ¹ / ₂	279WSW	19J S606 ¹ / ₄	287 ¹ / ₂ SW	23D S748 ³ / ₄	284 ¹ / ₄ N
1K E755 ³ / ₄	479 ¹ / ₂ NNW	7C N607	536 ¹ / ₂ S	11E ENE500 ¹ / ₂	582N	15Q S434	287 ³ / ₄ WSW	19K NE595	277 ³ / ₄ NW	23E W735 ¹ / ₂	272 ¹ / ₂ S
1L N729	473W	7D E600 ¹ / ₂	535NW	11F E450 ¹ / ₄	586 ¹ / ₂	15R WNW406 ¹ / ₄	429 ³ / ₄ SSE	19L NNE583	261WNW	23F W761 ¹ / ₂	255 ³ / ₄ S
1M W719	482 ¹ / ₄ N	7E N601	521SW	11G W443 ¹ / ₄	580SE	15S W407 ¹ / ₂	287SE	20A E530	279 ¹ / ₄ N	23G N743 ¹ / ₂	231S
1N N722 ¹ / ₂	495E	7F NNW605	513 ¹ / ₂ ESE	11H NW459 ¹ / ₂	568ESE	15T WSW417 ³ / ₄	280ENE	20B E521	290N	23H N744	228 ¹ / ₂ S
1O SSW750	497SE	7G 618 ¹ / ₂	510 ¹ / ₂	12A ESE447 ³ / ₄	549 ¹ / ₂ SSE	16A NNW432	256 ¹ / ₂ NNW	20C SSW507	297N	23I WNW745	223 ¹ / ₄ ESE
2A S778 ¹ / ₂	491ENE	7H SE608 ¹ / ₂	525ENE	12B NW447	553 ¹ / ₄ N	16B NW413	249NE	20D SSE500	303 ¹ / ₂ W	23J WNW751 ¹ / ₄	219 ¹ / ₂ NNE
2B S786 ³ / ₄	516 ¹ / ₂ SW	7I NW618	526 ¹ / ₂ SSE	12C NE423 ¹ / ₂	571 ¹ / ₂ WNW	16C E422 ¹ / ₂	253S	20E SW506 ¹ / ₂	285S	24A SW777 ¹ / ₂	213 ¹ / ₂ S
2C WSW753 ¹ / ₂	530S	7J E639	553E	12D SSW427	524SSE	16D NNW438	251NNE	20F ENE497 ¹ / ₂	261 ¹ / ₂ ESE	24B SSE772 ¹ / ₄	224 ¹ / ₄ E
2D SSW790 ¹ / ₄	546WSW	7K SSW626 ¹ / ₂	586 ¹ / ₂ WNW	12E N458	505W	16E N467 ¹ / ₂	247SW	20G N505	255W	24C NNE787	213 ³ / ₄ ESE
2E W790	553SSE	7L SSE586 ¹ / ₂	555ENE	12F SSW456	487ENE	16F W418 ¹ / ₄	238S	20H SSE475	274 ¹ / ₂ NW	24D N799 ¹ / ₂	230 ¹ / ₂ ESE
2F SSE799 ¹ / ₂	554WSW	8A SW567 ¹ / ₂	562SSE	12G NNE438 ¹ / ₂	463 ¹ / ₄ W	16G NW423	223 ¹ / ₂ S	20I SW487	304 ¹ / ₂ E		
3A SSW736	569E	8B ESE567 ³ / ₄	530 ¹ / ₂ SSW	12H E421 ¹ / ₄	479 ¹ / ₄ NNW	16H SE409	222S	20J SSW500 ¹ / ₂	314 ¹ / ₄ E		
3B SE742 ¹ / ₂	592 ³ / ₄ NNW	8C W568 ¹ / ₄	515 ¹ / ₂ ESE	12I W411 ³ / ₄	489NNW	16J NE455 ³ / ₄	218 ³ / ₄ SE				
3C E704 ¹ / ₄	599SW	8D E566	503NNE	12J W418 ¹ / ₂	457 ¹ / ₂ N	16K NE465	214SW				
3D WSW715 ¹ / ₂	577 ³ / ₄ SSE	8E SW567 ¹ / ₂	491 ³ / ₄	13A W427 ³ / ₄	453 ¹ / ₄ S	16L NE461 ¹ / ₄	211SE	21A S547 ¹ / ₂	335 ¹ / ₄ ESE		
3E NE710	562NW	8F WNW569 ¹ / ₂	487 ¹ / ₄ E	13B WSW435	452 ³ / ₄ SE	16M SE472 ¹ / ₂	217ENE	21B SE595 ³ / ₄	350 ¹ / ₂ NNW		
4A S693 ¹ / ₂	578 ³ / ₄ W	8G NNE581 ¹ / ₂	484 ¹ / ₂ ESE	13C E429 ³ / ₄	443S	16N S482	245 ³ / ₄ ESE	21C SE573 ³ / ₄	377 ³ / ₄ SW		
4B WNW682	581SW	8H NNW613 ³ / ₄	481SSE	13D NNW448 ³ / ₄	427 ¹ / ₄ W	16O WSW504	237NNW	21D SSW544 ¹ / ₄	350WNW		
4C NNW660	564 ¹ / ₂ SSW	9A SSW542 ³ / ₄	431SE	13E 427	430	17A NW554 ³ / ₄	239N	21E S542 ¹ / ₄	360NNW		
4D SE653	557SW	9B WSW578	437 ¹ / ₂ N	13F E422	429NNE	17B WNW573 ¹ / ₄	243 ¹ / ₂ SSW	21F W550 ¹ / ₂	392 ¹ / ₂ S		
4E SE670	550 ¹ / ₂ NE	9C ENE587 ¹ / ₂	455 ¹ / ₂ S	13G NNW427 ³ / ₄	421 ¹ / ₂ NNE	17C S583 ¹ / ₂	226 ¹ / ₂ NNE	21G N609	383 ¹ / ₂ SE		
4F NW686	562 ¹ / ₂ E	9D E582 ³ / ₄	433SE	13H NE409 ¹ / ₂	418SSE	17D W618	209 ³ / ₄ E	21H W652 ³ / ₄	373 ¹ / ₂ SW		
4G NNE688 ¹ / ₂	551NE	9E N571	424W	14A N433 ¹ / ₂	373 ¹ / ₂ W	17E WNW619 ¹ / ₂	223 ¹ / ₂ SSW	21I N640	362SE		
4H NNE694 ³ / ₄	521 ³ / ₄ NNW	9F NE557 ³ / ₄	403 ¹ / ₂ N	14B NNW405	348 ³ / ₄ E	17F NNW627 ¹ / ₄	213 ¹ / ₂ N	21J NNE665 ¹ / ₄	337 ¹ / ₄ W		
5A E687 ¹ / ₂	482S	9G N551	409WSW	14C WSW421 ¹ / ₄	358 ³ / ₄ N	17G W652 ² / ₄	224S	21K NNE641 ¹ / ₄	334 ¹ / ₂ SE		
5B N658	457 ¹ / ₂ ESE	9H W533 ¹ / ₂	412 ¹ / ₂ N	14D WNW447	364 ¹ / ₂ SW	17E SE687 ³ / ₄	224NH	21L N661 ³ / ₄	317E		
5C NNW648 ¹ / ₄	431 ³ / ₄ WSW	10A W487 ¹ / ₂	450NNW	14E NNW438 ³ / ₄	341S	18A WSW689	236NNE	21M E691 ¹ / ₂	327 ³ / ₄ N		
5D SE635 ¹ / ₂	410 ¹ / ₂ NE	10B N506	479 ¹ / ₂ E	14F N404	331W	18B SSW724 ³ / ₄	252WNW	21N E719	297 ¹ / ₂ N		
5E SE631 ³ / ₄	429 ¹ / ₂ NE	10C SE528 ¹ / ₂	465 ³ / ₄ E	15A W430	316 ¹ / ₂ S	18C ESE676 ¹ / ₂	264SW	21O SE748	344NW		
5F E628	431S	10D E550	483 ¹ / ₂ W	15B E434	317N	18D SSW653	280	22A NNE786 ¹ / ₂	330S		
6A SW598 ¹ / ₂	452SE	10E NW540	485 ¹ / ₄ SW	15C N452	316ENE	18E E643 ¹ / ₄	296W	22B N787 ¹ / ₄	324SW		
6B WSW627 ³ / ₄	433 ¹ / ₂ N	10F S526	483 ¹ / ₂ E	15D SSE461 ¹ / ₄	313 ¹ / ₂ NE	18F SE620 ³ / ₄	320 ¹ / ₂ SW	22C N800	311 ¹ / ₂ W		
6C W627 ¹ / ₂	445N	10G SW534 ² / ₄	503N	15E E470 ³ / ₄	323SW	18G NNE640 ³ / ₄	286 ¹ / ₂ SSW	22D W794 ³ / ₄	300 ¹ / ₂ E		
6D SW627	447 ¹ / ₄ N	10H ENE540	514 ¹ / ₄ WNW	15F E470 ³ / ₄	323SW	18H WSW633 ¹ / ₄	271SSE	22E NNW797 ¹ / ₂	299 ¹ / ₄ E		
		10I S543 ¹ / ₄	517E	15F SSW474 ¹ / ₄	338 ³ / ₄ ESE	18I WNW633	256 ¹ / ₂ NNE	22F SW777 ³ / ₄	311NE		
								22G N772 ¹ / ₄	310 ¹ / ₂ SE		

Rally Round National Table Top 1993 Competitors Comments

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

M1

My first thoughts were that the 20 out of 24 format would make the event too easy, but the Rally Round is usually a harder challenge than the others and this years proved to be no exception. I would imagine that it does mean however that you tend to give up on sections earlier than you might otherwise have done and the final entry seems somehow incomplete. That said, despite the odd gremlin creeping into the route cards, and my very tired eyes it was another very good event. *[Congratulations on winning for the FOURTH year running]*

M2

1) If this relates to the number of junctions before crossing the 'NEWS' of the ETL's then I have used 3 W 10 W 0 N 4 at the end to make it work. 11) I think this is the distance to every third junction and would suggest that the 10th plot is nearer to 1.62. 12) Your golf is very poor, your maths is even worse. I make the score 103 (If I have the correct route)! 16) Footpath at 469 252 hence used white by power station. 18) Some LCDs only use 3 bars for a 7 but my calculator uses 4 bars. Route only works using 4 bars.

Very difficult this year. I could not crack sections 14, 15, 20 & 22 and therefore very pleased with the "20 from 24" format. However, many new ideas and great satisfaction felt when solved.

P.S. Invite me to the hanging if the lynch mob get you. You deserve it this year. Thanks.

[No performance prize this year, but "Fastest" on the tie decider]

M3

Too hard. Not up to normal Rally Round standards. Do not like 20 from 24. Section 16 said it all. *[Nonetheless 10th Overall]*

M4

Sorry Ray no accolades this year. Only sheer perseverance has enabled me to produce answers to 20 sections and even some of these I am not happy with as I feel there are errors in your instructions, if I am doing the right thing, which is unlike you. The event was much too hard for me - perhaps I'm just not on your wavelength (or network) this year and will have to go in for a lot of self kicking when I see the solutions.

I don't like the idea of being able to choose sections not to be marked even though it has allowed me to finish the event. Would like to see the control map references with the sections not on a separate sheet. I kept losing them!

1) Is there an error at the end - have opted for 3 W 10 W 0 N 4 to make it work - if my idea at the end of the solution is correct. 4) I got it as computing is my business but isn't it a bit unfair for the laymen. *[Don't think so as this was one of the best answered route cards]* 7) I have assumed a footbridge @ $605\frac{3}{4} 522\frac{1}{2}$ although lines do not extend past road sides. If you think road does go use dotted route. 11) You seemed to have used different junctions for the ninth plot for arrival and depart. 12) My golf must be even worse than yours - could not score 93 and had to settle for 103! Am I right? 15) First time I've been beaten by a herringbone. 18) Some LCDs use 3 segments for 7, others use 4 have opted for the latter to get a route. I await the results with interest.

[With your moans about it being too hard, I'll put your 5th overall down as sheer jaminess]

M5

This event should not be overshadowed by 20/24 being blown up into elephantine proportions. This R²T² was without any shadow of doubt, the best yet! It reminded me throughout of the Pegasus, when the event was at it's height, and the organisers were full of enthusiasm and inventiveness. It was a great 'Navigator's' event, and one which puts the Championship result right back into the melting pot. Thank you very much for the competition. *[I agree, and for all your compliments I'll give you 2nd Overall and declare you the 1992/3 Champion. Well done.]*

M6

A bit tough!!! I am really not complaining, as I felt the last few events could have done with a few tougher sections to sort out the men from the boys! *[Yes, there has been a distinct lack of head-scratching ones this year]* Only had to do 20 out of 24, that's if I could do 20! Personally I'm not keen on this, as I end up deciding which ones I'm not so certain of, and trying to guess how the organiser has interpreted things; like a gap between houses as a white with gates, or junctions hidden by symbols, etc. Stages 5 & 6 have to be a pair, so had to include both or neither and an error in one will probably also be an error in the other. I'd rather just try and do as many as I can.

This event kept my interest more than others this season, as my enthusiasm was waning. More of a challenge! (Shame I couldn't give it the full attention needed to crack the last few - too many other things to do when the weather is good!)

1) Surely not a mistake in the first - or was that a trap! 3) Spent time puzzling anagrams, I know I'm supposed to! 5&6) Not keen. 7) I thought I had a better start into 6554, until I did 4) Not sure on R->Y in 6151, so ignored this one.

Rally Round National Table Top 1993 Competitors Comments

12) My score seemed to be 103. Is there a special golf rule, if hopeless then subtract 10? Perhaps it should be a NT²R rule! I kept it in as I liked it. 14) Never played with anyone good enough to get > 1 strike, so scoring was tricky! 16) Puzzled over codes etc. 18) Depending on LCD. 21) The little-ones! 24) Have they changed the points recently?

A number of clues different to usual. Very Good. How do you think of them? Keep up the good work, and excellent presentation. [12th Overall]

M8

Thanks for a challenging event. I liked the ideas for sections 9 and 20. Due to lack of time I had to guess 4 sections to try and pick up the odd point if possible (15, 18, 20, 22). I like the scoring system and 20 out of 24 idea. Thanks once again.

M9

A hard event. Took a long while to get 'into'. Hadn't a clue on four sections so maybe 20 out of 24 is a good idea! Possibly too much external knowledge needed. [The "specialist" subjects were Golf, Tenpin Bowling, LCDs, Hitch Hikers Guide, ASCII table, Solar System and Football Pools. Other than ASCII and HHG, these are fairly general subjects. However ASCII was one of the best attempted route cards and HHG didn't actually need any knowledge of the book to answer. Congrats on 3rd Overall]

M10

I've not been looking forward to writing this! Last year you remarked on the extent of my "comments" - no such problems this year. How can I comment on what I don't understand? - mind you, that never stops politicians or my M.D! I've found it to be the most inaccessible RALLY ROUND ever and some 'phone calls I've received from fellow "established" competitors express the same disappointment. However, we've got to allow a "bummer" once in a while as your previous events have been so good. At least I'm determined to have a damned good go forlast place! Roll on 1994, things can only get better? [Very unkind and uncharacteristic from you Geoff. Why did you give up so easily? I think you got psyched-out in your phone calls - the three names you mentioned to me were all award winners in top placings. You also failed in your last place bid!]

M12

[Nothing to say? 4th Overall]

M13

20 from 24 is very good if you don't complete all sections. But if you do then it is difficult to decide which ones to leave out.

M16

Definitely harder this year, some routes being complete mysteries (perhaps my 70 year old brain is now only firing on 3 cylinders). In particular however I am mystified by the following:- 12)...[a detailed analysis of the 18 holes]...a total score of 103. 15) I normally regard this format as a piece of cake but, seeing where TC14 is perched on the rectangular loop departing Eastwards the first 2 directions at least have to be Left Left whereas the first R indicates 3 successive Right instructions - or have I missed something [Yes] (as usual!).

M17

1) This went quite well for most of the way, but after NO (in 7647 surely?) I needed N 3 W 10 W 0 N 4 to reach TC1. 7) The route to the first roundabout via 6554 seems shorter than the one that I have used, and would allow a less convoluted passage through the centre of York. But 6554 is required for 4). 20) Long? Some might say astronomical. Alternative routes through 6433 and 7136 seem to be equal length. 23) I couldn't convince myself that there was a white under the + in 7428.

The 20/24 idea was very welcome - I couldn't fathom 5 of the sections. One of my solutions was based on the theory that you like to use as much of the map as possible.

Tie decider - well you did ask for as 'much accuracy as possible'! So I used (Fortran) double precision, 64-bit, arithmetic - which might produce 12 + sig.fig. Many thanks. [14th Overall]

M18

Many thanks again for the time and effort but unfortunately (as last year) I seem to be on a different wavelength. As to the format - I am not a twenty from twenty four fan - I would prefer all sections to count. As an alternative how about complete all sections but 'drop' the four worst sections. This would work on your event as each section carries the same penalty. [Quite like this idea, maybe next year]

As to the sections dropped - If I had a choice I would have dropped sections 5, 6, 7 and 16 but unfortunately as I had no idea on sections 15, 20 and 22 they picked themselves.

As to the rest, sections 1, 9 and 11 seemed not to work towards the end and for section 18 the number of bars for 7 seem to vary (3 or 4) depending on what

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I looked at. As to section 21 - I guess it has to do with Virgil (the twelve books of the Aenied) but nowhere could I find a list of the books, thus an educated guess.

I agree that the event was harder than previously but I would think that only section 4 required 'specialist' knowledge. *[Agreed]* Congratulations on sections 12, 13 and 14. *[6th Overall]*

M19

Would say that I like the 20 out of 24 format because it does allow for the odd mental blackout, and it must be good, as for the first time in an RRTT, I've done the number of sections required. But I do think that you have gone a bit over the top in trying to sort out the top 10% and rather neglected the other 90% trailing behind (I am one of those!). I have managed to do my 20 sections mainly because I am retired and a widower so have plenty of spare time, and I have had to use it up liberally in the past 4 weeks.

I would rather have sections that I can do and then make mistakes on, rather than stare blankly at an instruction that defeats me. Let the tie-decider do what its title suggests and if any clever computer gives the answer to 26 decimal places, ask for 27!!

I do appreciate and am grateful for all the work that you must have put in, but fear that you will see a drop in entries next year. I'll still try.

3 little possible hiccups.

1) at the end, instead of 13 W 0 W 4 think it should be 3 W 10 W 0 N 4. 12) Either I've done it all wrong or you have one of two handicaps, either a golf one of 10 or an inability to count without your magic box. I make the score 103. 15) which I couldn't get started on. The regs say that the plots are in order unless otherwise suggested and there is no such statement, so one should start with the first R of Rally. This says leave 3 roads on the left initially and coming out of the little white loop and leaving one on the left puts you heading for a collision course with the next competitor. *[see solution]*

Comments on the sections I couldn't do:- 14) and XXXX to you too! 15) see above. 21) Thought that it was something to do with the Landranger maps and crossing rivers, but despite an O.S. catalogue, couldn't sort it out. 22) Tried 4 rivers and 3 LC's, then 4 railways and 3 LC's but couldn't even get started.

Sorry to have gone on at what seems great length. I have finally enjoyed it, but didn't think I would at the start. So please not quite so difficult next year.

[No problem about the length other than wearing my fingers out typing it all in. I received your letter and cut out pieces of map with some last minute

amendments, the first time this has happened. Accepted as it was within the time limit.]

M20

Unfortunately a complaint! I was almost driven to despair in having to keep searching for page 3 (not the Sun!!!) in order to find the map refs for the time controls. O.K I accept that anyone with any intelligence should have plotted the controls first, but it would have made my life a bit easier if the controls had been listed with their relevant sections (only a minor gripe really). *[I thought this idea would please most entrants for exactly the reason you suggested. But your, and a few other comments seemed frustrated by this!]* I certainly approve of your system of 20 out of 24 sections. For 3 of the sections I had absolutely no idea how they were meant to be done! (sections 1, 17 & 22). Thanks for a very difficult interesting event. It certainly got the old grey matter working pretty hard. *[A detailed table showing results of section 12]*

P.S. If at all possible, is there any chance that I could have the map returned before Thursday April 15th?, as the next day I go to York and it would help to have it with me. *[Results and maps should be on their way before then]*

M22

20/24, yes if I could find 20 to do.

M23

Think I would prefer any 12 from 24 which is about all I have managed to do. Thanks for a thought provoking event - again.

M26

1) There appears to be an instruction missing after the 'NO' toward the end. 4) I wonder how many people doing TTs know of the ASCII code. 12) You must have scored 103 not 93, for this to work. 13) I have done the section but still don't understand the title. 18) Some LCDs have 3 bars for a '7' and some have 4. I liked the idea of 20 sections from a possible 24, also not having a competitive section over the fold in the map. Some sections were very difficult and I think this would put off anyone doing a TT for the first time.

I have enjoyed the hard work on the RR for the past 4 weeks. Thank You. *[Rewarded with 15th overall]*

M27

The 20 from 24 is a good idea. Time was very short for me this year and 12 from 24 would have been better so I was pleased that I could leave out some sections.

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M28

Once again, an excellent competition with a good mix of sections. I like the idea of 20 sections counting out of 24 but I would prefer it to be your best 20 instead of choosing those to count prior to marking. [see also M18] It was useful to have all the control points in one place, but it was irritating that the grid references were not also included on each route card. I believe there is a mistake in section 12. Should the score be 103? [13th overall]

M31

20 from 24 very welcome. I could only solve 20 sections!! But omission of 1 section can make a difference to the shortest correct route on an adjoining section e.g. if section 4 was omitted, section 7 could have used yellow through 650532 and 650546 rejoining marked route at 641¹/₄ 548 (always assuming I've marked the section correctly!) I'm useless at Golf - my score on the same par course was 103. Do you play golf off a handicap of 10? [My thanks to CSMA for a lot of the entries and you are best CSMA not winning any other award]

M33

I would have preferred 15 from 24! However, the ones I did complete I enjoyed. Thank you.

M34

Being new to National Table Top Rallies this year, I found that out of the four events, the 'Rally Round' had the most obscure types of navigation. This proved very enjoyable but slightly frustrating in not being able to solve all the route cards. Thus I was thankful for the '20 from 24' format. Thanks for putting on the event. [Thanks for coming 8th overall]

M35

Thanks very much for all your efforts in putting on this event. I would certainly agree that the cards were harder than on the majority of the events I have done. I don't think you can claim to have gone away from specialist knowledge as sections 4, 13, 14 and 21 definitely fall into that category. As long as sufficient pointers are there, I do not feel that having to go to a library to find a code solution is totally out of order. But the problem comes, I feel, if non specialists aren't given clues where to look. Whether or not I got the sections right, Sections 1, 2, 7, 8, 9, 12, 18 & 23 were, for me, particularly good map sections. I also appreciate your keeping the halves of the event away from the central fold - it makes fitting the map on the desk at work much easier! [This was probably the most welcome feature this year - how about it PF, N and LP?] I vented my spleen last year on my views of setting a maths problem as a tie decider - why don't

you just make the performance on the other four sections your tie break? [This is a bit of a gimmick really, and not always necessary, but so many seem to enjoy displaying their mathematical abilities] I await the solutions with interest and, time permitting, I should be back next year for more. Many thanks, once again, and kind regards.

M36

1) My route finished 3 W 10 W 0 N 4. 11) Some uncertainty at 10th distance and last junction count. 12) My score is 103. 16) I had to go under M62 in 4323 which I am sure is impossible. 22) The second half seemed to work, but I was floundering at the start.

This is my first RR and I am clearly not always on the right wavelength. I am therefore very pleased that I was able to leave out the 4 sections which I could not do at all. 15) is probably a herringbone but I couldn't find a solution. 14),20),24) I didn't understand at all, all I know is that 1:1 is a Jackpot.

E1

Caw - what a stinker! In some ways it's a good job I only need to complete 20 sections as I can't actually complete all 24! Nevertheless, I am unrepentant. I don't like the thought that someone who could only plot 20 of the sections (but did these cleanly) could beat someone able to plot all 24 who made a minor error or two. As I suspect that the majority of respondents will favour the 20 from 24 approach, may I make a plea that in future entrants complete as many sections as possible and their best 20 scores are counted. [see also M18 and M28] This removes the lottery (of which I wrote before but was perhaps misconstrued) in choosing which of the completed route cards to submit for marking - did I detect a dig at Nelly in Crow's Cawlumn (The RR is a map-marking, not question-answering event...)? [Certainly not, the Nelly has it's own individuality and it's format is preferred by many. Note that I omitted all your digs at the Nelly] Well on to comments about the cards: 1) hadn't the faintest idea what this was all about. 2)&3) straightforward. 4) easy if you had an ASCII character code table, I bet you get some complaints about this one though. 5)&6) I hate maximising distances, being used to trying to minimise them. 7) the one way I could get this to plot was to go through a building at 624 507 - only part of the University of York though. 8) no problem. 9) surely 5845 should be 5 not 4 [can't give you that] and the road from 5640 to 5641 via Home Farm doesn't go so 5540 should be 2 not 3 [but I can give you that]. 10) I see where you get 1:11.94 from (80/6.7) but I don't know that it is relevant; surely the cover map is 1:597,014.9254. 11) the last section I plotted (at 1:30am on 23 March!) I just

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couldn't find my dividers anywhere! 12) surely your score was 103. 13) according to H-HGttG the computer "Deep Thought" was built to find "the answer to the ultimate question of life,..." etc - no great problem caused by this though. [*Check your text. The route card title comes directly from the book, page 135 in my paperback!*] 14) couldn't even get started with this one. 15) none of the letters seemed to fit the start and none of them seemed to fit the finish either; gave up on this one. 16) sorted that one out. 17) took a LONG time for the penny to drop (antepenultimate section solved). 18) the LCD on my watch has only 3 sides, but my calculator does have 4 - why the explanation, I think the clue "LCD" would have been sufficient. 19) I took overly long plotting this as I kept considering the possibility of R and L having more than 1 value. 20) the sum remains undisclosed - at least to me. 21) I think I have solved this one, but I have no idea what the reference to Charon is about, nor what the series might be, so I couldn't say whether it ends in P or P&C.. 22) I had all these spare L's and didn't think of lay-by until late last night - because it's not on the legend anywhere! - I tried "lake" and "lane" with no success. 23) required a long detour. 24) straight forward. Until 1994, then.

[*No prize for going on about the event more than anyone else, but will 7th overall do? Welcome to the world of the Master class*]

E2

18) I have a very good Hewlett Packard calculator which uses 3 bars to form 7 - fortunately I also have a cheap one that uses 4.

I have no problem with the 20 from 24 format, at least I would not if I could do more than 20! Perhaps in future a system could be used where the better plotters could designate reserve sections to be used to resolve ties rather than your existing which you either understand or guess.

I enjoyed the event although I think it now compares more to the Sunday Times crossword than to its roots of Rally Navigation. This again I have no problem with (a brave statement prior to seeing the results) the concept that is not the solving but do wonder where this leaves the beginner. [*Have you done a Road Rally lately? Some of my stuff is easy in comparison. 11th overall, well done*]

E3

1) What a depressing start - can't suss it out. 4) Bet you get some stick for this one. 7) Boring! - trying to get the shortest route. 12) I think you forgot 10 when recounting the tale at the 19th! 13) Brain the size of a planet and he asks me to draw lines on a map. 42 but I can't make it work. 23) This event has got longer

link sections than the RAC! 20 from 24 - can't tell the difference - I still can't do half of them!

Summary - Nice one Crow, particularly liked avoiding the fold in the map. It means I can work on it more surreptitiously. [*Under the bed clothes at night? Best WECC*]

E4

Apologies for feeble attempt. Time was a factor but your demonries also hindered. The idea of a choice and penalty free link section over the fold are good. Hope to see you next year. [*Yes, you had a few penalties, but thanks for returning your map*]

E5

Excellent route cards. I'm so much looking forward to discovering the solutions to a lot of them! Sorry I couldn't even manage 20 but better luck next year. I really enjoyed the ones I did. Many thanks.

E6

Absolutely awful - worst ever! - too many sleepless nights - keep up the hard work. 20 from 24 format v.good idea but at one stage I was considering suggesting 15 from 24 would have been better. I will be very interested to see the real solutions to many of the sections.

E7

One the whole I found this rally more difficult than usual. There were many sections (7) where I couldn't figure out what on earth you were on about!!? There were others which I could understand but couldn't seem to plot (or have I been barking or even 'crowing' up the wrong tree, or road), i.e. sections 11, 18 and 23. These three should have been fairly easy, even 18 taking into account that 7's, 6's and 9's could be one of two numbers. Thanks again for organising such an event. Keep it up! Perhaps better luck next year.

P.S. Section 24. This would be difficult with the new pools values?!

P.P.S. Yes. I like the format of being able to choose to leave out certain sections. I'm afraid that this year however it hasn't helped me at all. Next year....

P.P.P.S. I look forward to hearing about Charon. What has it got to do with carrying souls from Styx to Hades?! [*Charon has two contexts - see solutions*]

E11

Well I managed to get routes for half the sections (12 of 24) which means I'll have at least 8 max penalties. Coming behind the Langer Park where for the first time I found solution to all sections, I feel disappointed. I just don't seem to think the way you do. In section 12 I had a score of 103, so I've probably got that one wrong as well. The "x" from "y" is basically a good idea as at times the

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association of ideas needed to work out a route card just doesn't happen. As an idea for a tie breaker, why not have the contestants nominate the non completed sections they would want counted.

E18

By far the most difficult TT I have ever seen. Many novel ideas most of which I have failed to decipher. I have however overcome my shame and submit an incompletely marked map solely in order to ascertain the solutions. On section 23 I have omitted to mark the double journey from J33 to J37 and back (in the interest of clarity).

E23

[What would the RRTT be without the annual ode from Carol]

Great, though harder than last time I think! However, "el ode"

"I rallied round three times remarking that I'm no diamond fan but things that make me cross a roundabout route on the green district line left me in for the count of 1:11.94 as the crow flies twice the maximum distance to ask the great question of life, the universe and everything, 'Anyone for tea' but I struck it lucky while I sorted this lot out with the over and unders when the LCD was an undisclosed sum of R's and L's and I didn't worry about Charon but I did it my way though I don't think I'll hit the jackpot!"

The ode is definitely easier than the rally! See you next year. *[I do think your ode was a bit harder this year]*

E24

Glad that it is over for another year! *[Me too]*

E34

5&6) route does not use runway as considered to be not a road as defined! yes/no? 19) road at 547¹/₂ 315 not used as considered not continued at this point. 5&6) As sections 9 & 10 appear to use runways I have decided it can be used for these sections after all - hence snopake. 23) Route does not leave motorway after joining junction 37 westbound until reaches junction 33 from the North, and Eastbound, does not leave until junction 37.

Loved section 21 - but would not have sussed it without reference to Charon - must be the devil in me! Section 20 - totally foxed. Not much better on 15, 17 and 22.

I like the 20 from 24 - mainly because I found I could just manage 20.

An enjoyable rally - provided you play golf, are a computer programmer, have read Hitch Hikers Guide to the Galaxy, play ten-pin bowling, are an amateur astronomer, etc....*[All of which you are or have done, and 1st Expert]*

E36

Well, you did warn us that it would be difficult, and you weren't kidding! I have a very sore head from all the scratching...Some interesting ideas. I approve of the '20 from 24' format, and not plotting over the map centrefold (saves a lot of folding hassle). I did find having to keep finding the list of TCs and their GRs irritating; it is helpful to have the GRs adjacent to the clues. Thanks for the coffee at section 7, I needed it! *[And it helped get you 9th place, you're welcome]*

E38

I am in favour of the 20 from 24 format, but unfortunately I can't get that many sections completed! I wonder if I'm being a bit thick (or distracted by thoughts of my rapidly approaching Spanish holiday!), or have you baffled too many, too much. Some of the sections I've tried umpteen ideas just none work. I also prefer a "last postmark" close rather than a last delivery, which is very indeterminate from my position. *[Your map was posted on 22nd and arrived on the 25th!]*

E39

I approve of the "20 from 24" format as I found some of the sections too hard to crack. Liked the variety of navigation, very challenging.

E41

What a B*stard!!!!!! Quite happy with the 20 out of 24 format, but would like to be able to do 20 of them, not the pityful amount I could do. My brain will never be the same again.

SE3

Another fascinating challenge. Thanks. I thoroughly enjoyed all of the 13 routes that I managed to get started on. One thing that amazes me every time - the most straightforward looking clues, herringbones, unders & overs, lefts & rights cause me most problems. I just can't get a start on them.

Any chance of you indicating in future competitions which routes have been set for wizards? It would save the likes of me a few frustrated hours. *[Difficult, different ideas click with different people]* And if I ever manage to solve all the routes' clues I'm sure I would still appreciate being able to leave out of the reckoning those likely to cause most problems. So count me as being in favour of your 20/24 format. Thanks again.

SE5

[Letter from Germany] 4) British keyboards differ from continental ones, but how shall I find out which you have been using? 16) Almost impossible to solve for a non-native speaker of English; hope the others solved it! 12) & 14) least popular sports in Germany. Had to ring friends in Ireland and Scotland to find out more.

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Did not help a lot, nobody mentioned handicaps. Bloody difficult, at least for me. Yours truly, Superman!

Don't try to make sense of my plotting, at least in places, it's pure fluke if it turns out to be right. Have to stop writing now. Run out of Brainpower. Make it a little easier next year please.

[Es tut mir leid, dass Sie das R²T² sehr schwierig gefunden hat. Wenn mein deutsch besser wird, werde ich die Instruktionen auch in Ihrer Sprache schreiben. Ich glaube, dass Sie einen guten Wettbewerber sind, um das R²T² mitzuteilnehmen, und ich danke Ihnen für Ihre Anmerkungen. Entschuldigung, aber meine englische Tastatur hat keinen Umlaut oder doppel s! Tschus. Sie sind das 1st Semi-Expert geworden.]

SE6

Personally speaking 7 from 24 would suit me best! I hope the solutions give me inspiration for the next time!

SE8

Stages 1, 15, 22 and 17 only partly done, route does not join up - please mark the bits I've done. Stage 21 I've not done any of this - so you will have to mark it all wrong. I have only managed to attempt 15 stages of this TT and a couple of odd bits of others. I assume others must be having problems so I have sent it in uncompleted. Good idea 20 from 24, but some clues far too vague or just don't make sense on the map.

SE17

Can you please send your solutions. Couldn't fathom out enough to bother sending in map. Would like to see where I went wrong?

SE18

Well, I finally had to admit defeat on the last 6, but managed to do 14 of them. This is only my 3rd TT, and without doubt the most difficult! I think you must have a sadistic mind. 12) I thought you must have miscounted, I couldn't get it to 93, no matter how hard I tried, but 103 gave me a logical route. I spent hours on 10), buried in mathematical formulae, but the answer was always eluding me. I admire your taste in literature - the "Hitchhiker's Guide" provided a good answer to 13). 14) was very crafty, but once spotted quite a straightforward plot. Good job I learned how to score 10-pin bowling, and didn't just play in the modern computerised alleys. 16) "SORT THIS LOT OUT" - did you realise that another anagram of this is "TRUTH IS LOST TOO"! Quite appropriate! 17) & 18) had me completely flumoxed, but I thought 20) was very clever. The only worry I had about Charon was whether she could pick me up too, any ferry me across the

Styx after all the midnight oil I've burned - I still couldn't solve 21 though! I think you were wicked with 23, if my plot is correct, but its the only way I could get in the extra "4", by going all the way along the motorway and back! Despite the difficulty, very enjoyable, and I like the 20 from 24 format, though I wonder what would happen if one of the 20 was voided. That would give those who didn't attempt the voided one an advantage wouldn't it? How about the best scoring 20 from 24? All the best.

SE21

Various route cards required knowledge of things not related to maps i.e. section 4 used ASCII character set and section 13, 42 from Hitchhiker's Guide to the Galaxy (Although could have guessed this). 20 from 24 good idea but 10 from 24 would have helped.

N1

Gentlemen, I am enclosing my entry with only four sections completed, which I am aware is well below your requirement of a maximum of twenty. However I should explain that I am an O.A.P. and have suffered a stroke which has impaired my mental processes somewhat, and unbeknown to me my son submitted an entry in my name hoping to stimulate my brain. This the R²T² has done but I fear hours and hours of thought have not provided more answers as I can only marvel at the ingenuity of those who set the competition.

N3

[Speak up 1st Novice]