



Lancashire Automobile Club
Est 1902

Navigators Handbook
(Touring Assemblies and Navigational Events)



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Classic Rallying – LAC Style!

Over the last 40 or so years I have marshalled, organised and entered many rallies and touring assemblies. Sadly many of the events such as the Demdike, New Year and Black Horse Rallies have now gone but there is a growing list of touring assemblies open to today's enthusiasts.

Essentially the major difference between full blown rallies and touring assemblies is that rallies are run to a tight schedule with time controls and penalties for both early and late arrival at the controls. Touring Assemblies do not have timing and there are no time penalties.

The Lancashire Automobile Club organises several classic events known as Touring Assemblies. The Fellsman, St Georges Day Run, Great Manchester to Blackpool, Coast to Coast and Highland events all fall into this category. These are open to all enthusiasts and there is no requirement for competition licences.

Perhaps the Fellsman offers the major challenge to the navigator as it uses several types of route instruction formats. Having said that none of the events should offer anything which, given you understand the basics, should prevent members entering any or all of the events.

So let's take a look at the basics:

Equipment

It is always worth asking more experienced entrants and see other crews are using and develop your own essentials and personal kit. Here are some suggestions to get you started.

Basics

- Map board – measuring about 450mm square eg- two pieces of cardboard stuck together, and edged with black (gaffer) tape. (Whatever you use don't be tempted to use solid wood or hard plastic because if in the, unlikely, event of a crash, a stiff rigid board will act like a guillotine and potentially cause serious injuries)
- A good supply of 2B pencils – eg a clutch pencil at 0.7mm and 0.9mm lead widths (better than a normal pencil as they don't need sharpening) and a couple of rubbers.
- Two Clip boards (A4 size), one for the time card, one for road book or passage check card if issued separately.
- Anti-travel-sickness pills. – Essentials in my case! Kwells seem to be the most powerful but cause drowsiness and a dry-mouth. Sturgeon does not seem to have these side-effects but are less effective and need longer to take effect (two hours as opposed to forty minutes). Depending on how sensitive your tummy is it's worth experimenting.
- Small bottle of non-sparking water.
- Mobile phone (fully charged)

For the Fellsman you may also need the following

- Maps - All road events use the 1:50 000 Ordnance Survey maps, the SRs will specify the number and edition of map(s) used – ensure you turn up with right ones
- A selection of different coloured pens for helping frozen and wet marshals and recording via or code boards.
- Tracing paper cut into a couple of 20x10cm pieces.
- Protractor
- Map Romer (usually kept around the neck on a piece of string) –The famous Don Barrow has for many years produced a romer, available directly from him at 4 Sandy Lane, Whirley, Macclesfield, Cheshire, SK10 4RJ Tel: (01625) 429092, and from many good auto shops, Demon Tweaks also supply a full range of navigational and rally car equipment including the above items.



Regulations and Supplementary Regulations

From an entrants point of view the first contact with the event will be the regulations and entry form. These set out the basic rules and often refer to the appropriate sections of the Motor Sports Association Blue Book. Don't worry about this as it is normal for any relevant regulations from the Blue Book to be repeated in the regs for the event in full. Shortly before the event entrants will receive the Final Instructions. These, which can be anything from one sheet of paper to a smartly bound small book, are the framework within which the event will be run.

These documents will also let you know the Ordnance Survey (OS) Map numbers you will be using and lay out details of the type of route instructions and guidelines about the specifics of the event. These will include an indication of the mileage and average speeds and if controls or route checks will be used.

When you get the regs you must do two things.

1. READ, MARK, LEARN and INWARDLY DIGEST them
2. KEEP THEM SOMEWHERE SAFE

Route Books

There are many different ways for the organizers to give the route instructions. For LAC events these are normally in the form of Route Books and can be one or a combination of several different types.

Controls

At its most basic a route has only two Controls, the Start and Finish. This is how the St Georges Day Rally is run but on other events there may be many more Controls often at lunch halts and points in between. For Touring Assemblies timing is not permitted so the marshals at the Controls will not be giving you a time.

That being said the Controls are only open for a specific time period based on the events average speed, normally 26-28mph as defined in the Regulations. On events like the Great Manchester to Blackpool and the Coast to Coast these times are on the Route or Control Card and the Route Book gives the mileage and times to the next Control.

Controls are useful in confirming you are on the right route and heading in the right direction. On most events the location of manned controls is given in the route instructions. If you approach from the wrong direction the marshal will usually tell you and mark your control card WD. This may incur a penalty on some events like the



Fellsman. Obviously knowing you are traveling in the right direction helps and is essential in starting off the next section.

The Control is the starting point for mileage for the next section unless specified otherwise.

On some events you are not given the full route at the start and will be given further route instructions at Controls, usually the lunch halt.

Ensure the Marshal signs your Route Card in the right place, correct records are the entrants responsibility, and hand it in to the organizers (usually at the Lunch Halt or Finish).

Route Check/Via Boards

Unmanned controls or Via Boards may be sited around the route to confirm that you stay on the right course and do not take short cuts. The Fellsman makes extensive use of Via Boards.

Where these are used it is the navigator's responsibility to tell drivers to look out for these boards on the event or possibly an individual section.

As the navigator should be busy with the maps it should be the driver or passengers' responsibility to look out for the boards and call out the numbers and/or letters on them. The navigator should then write this on the record card in spaces provided.

Some events use features such as mileages on road signs instead of Via Boards but the principle is the same.

Abbreviations

There are some abbreviations commonly used in route books and the basic ones are as follows.

It's fairly self explanatory but you must appreciate the difference between a TR and a RT.

TL	Turn Left	TR	Turn Right
LT	Left at T Junction	RT	Right at T Junction
SO	Straight On	SOX	Straight On at Crossroads

LX	Left at Crossroads	RX	Right at Crossroads
FL	Fork Left	FR	Fork Right
GW	Give Way	OS	Ordnance Survey
MR	Map Reference		

Rarer ones include:

CRO Coloured Roads Only – On an OS map roads are coloured (motorways are Blue and A roads are Green or Red, B roads are Brown, minor roads are Yellow and other roads drives or tracks are White) If this appears in the route instructions it means you can ignore any white roads on the map when plotting your route.

When the organiser intends you to use white roads you might see AR – All Roads, CAR - "Consider All Roads" or MUW - "May Use Whites", but usually the absence of CRO on the card is enough.

You may be required to go LWR (Long Way Round),
 NAM Not As Map – used where changes to the road layout have occurred
 GTA Grass triangle

There are some basic rules which need to be considered when plotting routes:
 The route will not cross over itself (unless it travels over or under a bridge)
 Roads are only used once
 The route is as shown on the map (unless otherwise specified see above)
 Roundabouts are treated as a set of road junctions adjacent to each other.

Route Instructions

Having got the basics out of the way let's look at route instructions in more detail. The route will probably be divided into several sections. For most events the start and finish of each section is clearly stated. This will enable you to get to the finish of each section even though you may have missed out part of the route due to error or road closures/diversions. For navigational events such as the Fellsman the start and finish of each section will be given as a map reference. It is important that these are plotted before anything else.

Route instructions take many forms and some events may use several types of instructions. Several alternative methods are set out below. The important thing is to read the instructions carefully and try to be sure you understand them before leaving the start line.

Simple Instructions

Descriptive

These can be as simple as "Drive 0.4miles and turn left signpost Whalley" or "Drive 3.2 miles and turn right at roundabout signpost Great Harwood".

There are other descriptive formats and include a form of shorthand. These are single capital letters that give you instructions as to which way to go, usually at junctions. L is left, R is right, U is up (a hill, or up the map) and D is the opposite. U can also be under (a bridge or powerlines) and O can be over bridges – the Final Instructions will tell you what the letters mean.

So you can get “0.4mls L at junction” “1.2mls R at roundabout” etc

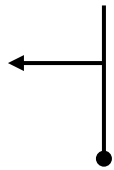
To make things more interesting they can be used in long strings and you must count each one carefully to find the correct route.

Tip - Make sure your driver knows his left from his right; it has been known for drivers to actually have to write L and R on the back of their hands or put signs on the dashboard to make sure!

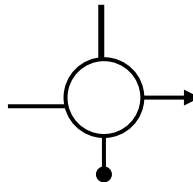
Tulip Diagrams

Apparently originating from the Tulip Rally of yesteryear these are the standard way of giving road instructions in Stage Rallies and also appear in many road rallies. They are simple and easy to follow diagrams of junctions as long as you remember to go 'from the ball to the arrow' (from the bulb to the head of the tulip if you are a gardener.) Simple Tulips are shown in the direction of travel with the 'bulb' at the base.

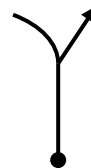
Turn Left at junction would be shown as -



Turn right at roundabout as -



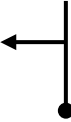
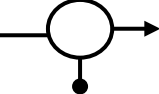
More complex junctions can be easily shown
For example bear right at junction on left hand bend



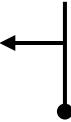

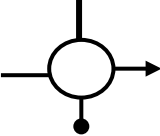
They may be accompanied by other information (distances, directions). This is the system we use on the Great Manchester to Blackpool and the Coast to Coast. Some organizers make this more challenging and give tulips which may or may not be in order and may be incomplete.

The Route Book is divided into columns. The first column gives the total mileage either from the start or previous control. The second gives the intermediate mileage between junctions or other defined points. The third gives the tulip of the relevant junction and the final column a written instruction. Some events omit the final column but I prefer to include it.

So the typical route book looks like-

Great Manchester to Blackpool Car Run				
Total Miles	Inter Miles	Diagram	Instruction	
19.2	0.4		Turn left at junction SP Whalley	
22.4	3.2		Take 3 rd exit at roundabout SP Gt Harwood	

This is the format used by many ‘Touring Assemblies’ but it can be made more ‘user friendly’ by using the location column. By including road names and village name plates the route becomes easier to follow. In particular by adding a Location Column directions become clearer and the village name sign gives the entrant confirmation they are the right road. Often used after a ‘difficult junction or on a long stretch of road without junctions.

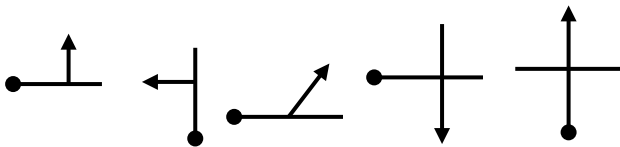
Great Manchester to Blackpool Car Run				
Total Miles	Inter Miles	Diagram	Location	Instruction
19.2	0.4		Mill Lane	Turn left at junction SP Whalley
19.3	0.1			
22.4	3.1		Swallow Road	Take 3 rd exit at roundabout SP Gt Harwood

In straightforward events such as the St Georges Day Run , Great Manchester to Blackpool and Coast to Coast the organizers do all the work and the route can be easily followed from the Route Book without the need for plotting or the use of maps. More complex events such as the Fellsman require the entrants to plot their own routes and several different methods are used. One basic point is that, unless instructed otherwise follow the shortest route between the points given (but also see reference to Black Spots below.)

More Complex Route Instructions – Navigational Events

Orientated Tulips

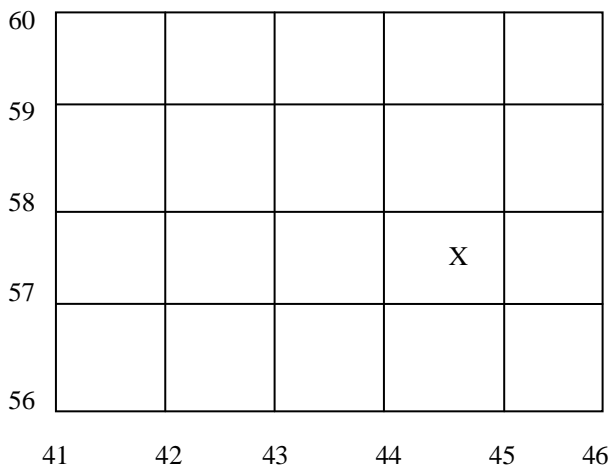
Taking the simple Tulips shown above they can be shown orientated to the north point on the map. Therefore a series of junctions can be shown as follows:



Map References

No only can these be used to tell you where to go, usually specific points but also where not to go – black spots. Map references may be given to you in four figure form (ie a grid square), six figure form (the usual method) or eight figure form (for extra accuracy). They may be complete, incomplete, in or out of order, mixed up with other numerical information (spot heights, road numbers, grid lines etc).

Essentially they are all the same, the first group of figures gives you the Eastings (lateral coordinates) and the second group the Northings (vertical coordinates). Always remember you go into the house and up the stairs; so horizontal first and vertical second! For example 446574 breaks down to 44 along the bottom of the map then divide up the square into 10ths and go 6/10ths the way over and then look 57 up the vertical side of the map and then 4/10ths the way up. Where the two cross is the point we are looking for. The map Roamer makes this easy!



For the Landranger series a map number or grid letters may precede the numbers to give you a unique reference. For example 103/446574 or SD446574

Directions of Approach and Departure

Map references can also have directions of approach and/or departure indicated. This gives the direction that the point must be approached from so when plotting the route you may not be able directly to the point but plot a route giving the correct direction of approach.

For example:

NW446574 means approach Map Reference 446574 from the North West

446574W means depart MR 446574 to the West

and N446574W means approach 446574 from the North and depart to the West

Black Spots

If the reference is for a black spot this is to an area you must not enter. So the simplest is where you are given a four figure reference for a grid square. When you are plotting a route you must not enter this square. Similarly you may be given a specific radius round a six figure reference. Simply plot the reference and place a circle of the require radius around it then plot your route to avoid the circle. Usually black spots are as a result of complaints about previous events so you probably won't be welcome there! Again a good Map Roamer makes this easy by having pre cut circles the most common black spot radii already cut out for easy marking.

Compass directions

There are many minor variations on the theme of compass directions. So long as you know your north from your south and east from west you will be fine.

Tip - Remember 'Never Eat Shredded Wheat' this gives you the compass points in a clockwise direction!

They are often given by capitals, N S E W and composites (NNE is north north east for example).

So it can be as simple as giving the junctions in order E N NNW S which means at first junction turn east, second junction turn north, third junction turn north north west and at the fourth junction turn south etc.

A variation on this is to give compass bearings. Just remember both 0 and 360 can be north but the others are easy 90 is east, 180 is south and 270 is west. Of course they can give you all points in between but it remains simple.

Grid Squares

The Ordnance Survey map is divided into grid squares and directions can be given by simply giving the direction you must leave the square. Starting from the grid square you

are in at the start of the section. The instruction given is simply the direction you leave the square. This will always be North South East or West. So a simple set of instructions would be:

N E N W N E S

A variation on this is to show the grid squares as 'open boxes' You simply leave the grid square via the open side. E.G to leave a grid square to the North would be shown as:



So the above sequence would be shown as



Tip – Always check that the instructions state what the orientation is. Unless started otherwise it will be North.

Clock Face Directions

These can be used to specify approach and/or departure directions at junctions and there are several and quite different methods in use.

The commonest method gives the direction you leave each junction in the direction of the hour hand, assuming that you arrive at the junction from six o'clock. Thus 12 o'clock means straight ahead, 3 o'clock is a right angle turn to the right and 8 o'clock is a tight left and 5 o'clock a hairpin turn right. These would be given as 12:00 3:00 8:00 5:00.

An alternative is where you approach from the direction of the hour hand and leave by the minute hand. If you assume that the clock stays orientated so that 12 o'clock is always North it will be thus:

6:00 6:15 9:50 8:35

Where 12.00 is specified as North you can determine junctions by moving along a road until the direction of approach, the hour hand, and the direction of departure, the minute hand match a particular junction. Some organizers either scramble the order of directions or ask you follow the direction in a preset order. In the latter case you ignore junctions which do not match the approach and departure angles along the road until a junction matches then to take the new road and continue the process. Easy when practiced and the Final Instructions will tell you which method to use.

Clock Hand Directions

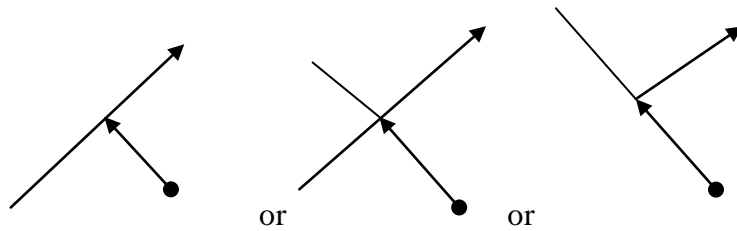
Some organizers specify the orientation of the clock or simply refer to the include angle between the two hands; again it will be specified in the Final Instructions.

Tip - Do not confuse these with the Clock Face Directions given above.

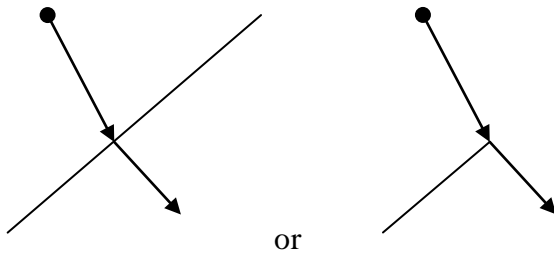
Clock Hand Directions use the angle between the hands at the stated time to show the direction you approach and depart from a junction. These are normally orientated with the 12 o'clock position pointing north unless stated otherwise. You approach from the hour hand and depart via the minute hand.

Directions will be given as a time such as 5.10 or 11.20 only the two roads used are quoted other roads are ignored so even if it is a cross roads with four roads only the approach and departure roads are given.

In the examples above a 5.10 junction could look like:



And the 11.20 junction could be:



Spot Heights

Spot heights are those points that the OS has measured to be exactly that height (in metres) above sea level. They are shown on the map thus .247 always with a small dot marking the exact point.

Only those spot heights where the dot is on the road should be considered. Typically you will be asked to pass through a series of spot heights. These could be shown as 57 54 42 118 107 76

If there is a letter suffix to the spot height it simply indicates the direction you pass through the spot height

e.g. 247E means pass through spot height 247 traveling East.

If the organizers want to add a little twist shortest route may pass through another spot height that is not listed and the instruction says "pass through these spot heights only" or similar you should work out a route to avoid it.

Tip - Always look very carefully at the location of the dot, as it may be just off of a junction, thereby not requiring the most obvious route to pass through it or avoid it. To save time and confusion on the event it may pay to use a highlighter to pre mark all the spot heights on your map where the dot is on the road. It makes plotting the route on the day much easier!

Map Features

A good knowledge of the map key is essential. Some instructions will make use of the information on the map like the gradient signs, churches, pubs, POs (Post Office), ETLs (Electricity Transmission Line), road numbers etc. You will find these on the right hand column of your OS Map.

Such instructions might read: Under motorway, ETL, A59, PO, church with a tower, PH, CH.

The abbreviations used above are ETL (Electricity Transmission Line) A59 (A59 trunk road) PO (Post Office) PH (Public House) CH (Club House)

A list of features may include spot heights or letters of a place name that 'interfere' with the road as shown on the map. Some of the features may be drawn using the same symbols as on the map.

Place Names

Place Names of villages or the features on the map, or occasionally anagrams of them, can also be used to define a route – usually when the names are written over the actual road on the map. The route book instructions should specify how they will be used.

Gradients

In a hilly area a route may be given entirely by a string of gradient symbols, or by the abbreviations U for Up and D for Down. The symbol for a gradient is < for up and > for down. The double gradient symbol >> would tie up with a double symbol (very steep hill) on the map.

This could appear as: > < < >> < > >> <
or D U U D U D D U

Which is Down, Up, Up, Down, Up, Down, Down, Up.

Tip – The gradient is dependent on direction of travel ie A->- B is downhill going from A to B but uphill going from B to A.

These are often mixed up with abbreviations O for Over and U for Under, (these will be clearly stated in the Final Instructions) where you go over and under bridges or under power lines shown on the map. So U can mean Under or Up by carefully studying the map you will be able to sort it out but don't forget that you can go under, canals, roads and railways and electricity lines.

This could appear as D U U O D U U D D O U

If you look it is the same as above but with an 'O' (over) a 'U' (Under) and an 'O' (Over added)

So this is Down, Up, Up, Over, Down, Up, Under, Down, Down, Over, Up

This can be made easier if the intermediate mileages between the instructions are given:
0.2D 1.1U 0.7U 2.3O 0.4D 3.0U 0.8U 1.7D 2.2D 3.1O 0.13U

Tip – You won't get 'Gradients' on an event in Norfolk!

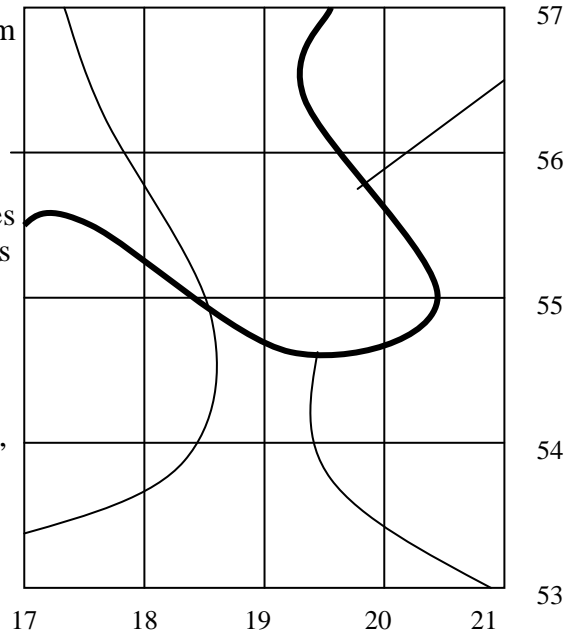
Grid Lines

Each grid line on a Landranger map has a pair of numbers. They are shown both around the edge of the map and on the grid lines themselves. By giving the numbers of these lines the course of a road can be determined. They are often given in long strings and it is your job to recognise them and then match them to the route. Each time the road passes over a grid line you tick off a pair of numbers from your string and progress to the next one.

So the route of the thicker black line traveling from left to right on the example right can be shown as:
17 18 55 19 20 55 20 56 57

Each grid square can be specified by a four figure map reference, defined by the intersecting gridlines at the SW corner of the square, so you may get this list of grid squares through which your route must pass in order:
1755 1855 1854 1954 2055 1955 1956

This route could also be given as the North, South, East or West sides by which you should LEAVE each grid square:
E S E N W N N
(See section on grid squares)



Note that these directions will only be specified using the four cardinal compass points, N, S, E and W. You will not get a NE or a WSW direction in the string.

Herringbones

Possibly the most feared by many navigators but in reality simple if understood properly. That being said they can be frustrating particularly when given in their circular form. Essentially they are a drawing of the correct route pulled straight (the backbone of the herring), with all the other intersecting roads marked as leaving the route at right angles (the ribs of the herring). Imagine a piece of string has been laid along the route with smaller bits of string attached where the junctions are. When the string is pulled straight it

forms a straight line with all the little bits of string to each side. The drawing looks a bit like a herring bone hence the name.

You move along the backbone from the tail of the herring to its head, ignoring lefts and rights as you go. Because the route has been straightened T junctions, Y junctions and even roundabouts appear as lefts and rights. My experience is that it is best to stop the car whilst plotting from herring bones as it is almost impossible to do on the move.

Variations on the theme include the dreaded circular herringbone where there is no beginning or end, and the headless herringbone where you can start either end. Hopefully you will not meet too many of these.

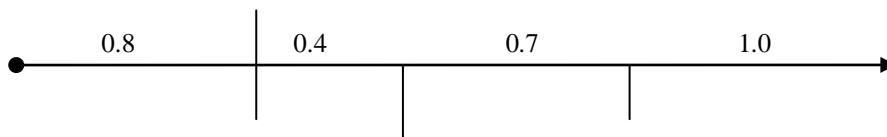
Take the map above a herring bone representation of this would look like:



Obviously they can get more complicated but the principles remain the same. Turning right at a crossroads would have both the two roads not used shown as 'ribs':

eg Turn Right V .

To make matters simpler the intermediate mileage between the 'ribs' can be given which helps a lot:



It's the convention that herringbones will start from the left, but rally organisers often turn them around, maybe giving you a clue in the instructions, like "the following herringbone describes the route from TC5 to TC4", so read all instructions carefully. I always found that when a crossroads on the map it fits with a crossroads on the herringbone, it's a good indication that I've got things right. Many herringbones have balls and arrows, similar to Tulips, to indicate start and finish.

More involved navigational events for experts may use mirrored herringbones or circular herringbones, where the start and finish are joined up so you have to work out where it starts by a process of elimination (a cross roads usually gives it away).

Tracings

You may be given bits of tracing paper with parts of the route marked on them. These should be laid over the map and then slid around and probably rotated to match the roads on the map. The correct route can then be copied onto the map. They are not too difficult to understand but again you may have to stop the car to plot them accurately.

A single trace can be used to indicate the whole of a section of route, or it may be divided up into smaller traces which must be sorted into order and joined together.

Tip - If you've copied it onto tracing paper and no matter how you slide it around or rotate it you cannot get it to fit the map, you try turning the tracing paper over to see whether the devious organiser has given you a mirrored trace!

Road Colours

As I mentioned earlier Ordnance Survey Landranger 1:50000 maps are colour coded. The roads used on Touring Assemblies are coloured: Green, Red, Brown, Yellow and White. We very rarely use motorways which are coloured blue.

It is therefore possible to define each junction on the route in terms of the colours of the roads involved. The entry road is given first and the exit road last. So the instruction would be something like:

Yellow/Brown/Brown would be a yellow road coming to a junction with a brown road. There would be one yellow road coming onto the junction and a brown road going off in two directions (left and right) this would be indicated as YBB.

So a series of junctions could be shown as:

YBB BYY YYY YYY YYY YYY YYBB BBY

You can tell that you're starting on a yellow road which finishes at a brown road. You'll have to decide whether you go left or right on the brown road, but the next junction must be a turning off the brown road onto a yellow road. Then you go through four YYY junctions before coming to a crossroads with a brown road (shown as YYBB because there is one road in and 3 roads out) and finally a brown road joining a yellow road.

The best way of solving these is to select a road and by looking at the next junction on the map and comparing it with the instructions determine if it is the right direction or not. If yes follow it if not try a different road from where you are. When there are a series of similar junctions (as with the four YYY above) count up the number of junctions in front of the one that you are at and this again will lead to the correct choice of route.

As with other instructions some organizers make life a little simpler by including intermediate mileages between junctions so the above could be shown as:

0.2 YBB 0.7 BYY 1.1 YYY 0.3 YYY 1.8 YYY 6.4 YYY 0.5 YYBB 2.1 BBY

Note

In my 40 years of experience I only came across this type of instruction on about two events both down south – I didn't get lost on either but it did promote some head scratching at the time.

Regularity Sections

As previously stated Touring Assemblies are not permitted timing but organizers may apply for permission to run short timed sections on private roads, this is done on the Highland event. These sections are known as Regularity Sections and entrants are expected to maintain preset average speeds often around 20mph; deviation from this average incurs penalties.

There may be intermediate 'Regularity Time Controls' to confirm that the average speed was maintained throughout the section. The marshal records your time as you pass his control board. To ensure you don't go faster than the average and then stop just before a control to saunter through at the correct time some events impose penalties for stopping within sight of a Control.

The Regularity Section will start from a Time Control (TC) on the whole minute. Marshals will often count you down for the last 10 seconds. After that you will maintain the pre set average speed throughout the section with the marshals at the Regularity Time Controls (RTC) located randomly at undisclosed points throughout the section recording your time. Some events do not require you to stop at RTC others require you to stop and have the time recorded.

***Tip** - If you are required to stop don't forget your average speed is between the beginning and end of the section so you have to allow for the time decelerating, stopped and accelerating when working out your average speed otherwise you will incur penalties.*

The traditional instrument to help you do this is the legendary Halda but these are very rare as manufacture ceased many years ago. You are now permitted to use electronic aids in the form of basic electronic distance recorders such as the Brantz as long as they do nothing that a Halda cannot do. Some organizers will accept sat navs which have built in trip meters (some models of Garmin have this feature) but you must check before the event if this is acceptable.

***Tip** - If you are using a Halda or Brantz you will need to ensure it is calibrated for your car and I would advise carrying an accurate tyre pressure gauge and adjusting the tyre pressures immediately before each Regularity Section as even a small change in pressure can affect these instruments accuracy as the rolling diameter of the wheel alters with pressure.*

If you haven't got a Halda, Brantz or equivalent then a stopwatch is required and a set of speed tables showing the ideal time for every tenth of a mile. A trip meter must be zeroed at the start. The navigator will then give a running commentary throughout the section telling the driver how many seconds, early or late, they are running.

In Car Organisation

Just a short word about how you organize yourselves. The car is really your office keep it tidy and well managed and it will make the event so much easier and enjoyable.

There are a few tips I have found will help:

- *Check the car over prior to the event – does everything work OK?*
- *Find locations in the car for all your gear – use bundylastics to secure loose objects such as water bottles.*
- *Make sure you know where the start is and how to get there!*
- *Clip your Control Record Card on the back of your map board that way you only have to turn over the board when you arrive at a control and the marshal has something solid to write on.*
- *Check the Route Book contents, make sure you understand the instructions and that all the pages are present and correct- yes it can happen!*
- *Ensure the bonnet and boot are closed before you move off.*
- *Also now is a good time to visit the loo before you start.*

Control Etiquette

Sounds silly but how you behave at controls can ruin other peoples days. Don't forget the marshals have traveled a long way and probably been in position in the cold and damp for several hours and that there are other road users.

So please:

- Don't arrive at a control full blast then come to a screeching halt scattering the marshals. Don't forget previous cars may have dropped some oil so it can be slippery.
- If the control is on the highway pull to the side so others can pass whilst you are stationary.
- Make sure you are familiar with the control procedure on the event. Are the marshals signing your Control Record Card, stamping it or using an electronic recorder?
- Fully open your window to allow the marshal to gain access to the Control Record Card.
- If it is impractical for the window to be used open the door – but don't hit the marshal with it.
- Be friendly and cheerful - it really helps
- Before moving off make sure you are in first gear rather than reverse – it happens!
- Make sure marshals and any spectators are clear of the car before driving off.
- Don't blast away spinning wheels and blasting the marshals, and their cars, with gravel. They won't appreciate it and may remember next time you need assistance.



Well that's about it. I hope we have raised the veil on the noble art of navigation at least a little bit. It is not as daunting as first appears and a lot of fun can be had both preparing for events and partaking in them.

As you have seen we organize some very user friendly events in our four Touring Assemblies plus many will find the extra challenges in the Fellsman more to their tastes.

No matter what your 'cup of tea' I hope you will come along and enjoy our events. A classic car is for much more than polishing and showing. So come along and take up the challenge.



Chris Lee
Vice President and Competition Secretary
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If you want to know more about event organized by the Lancashire Automobile Club or wish to download regulations for events please visit www.lancsautoclub.com



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