

NAVIGATIONAL NOTES

To help you understand your route instructions and find your way, the following may be of use:

Abbreviations and other Expressions Used in Instructions

BL	Bear Left	SO	Straight On
BR	Bear Right	SP	Sign Post
FMR	Follow Main Road	THL	Turn Hard Left
GR	Grid Reference	THR	Turn Hard Right
KL	Keep Left	TL	Turn Left
KM	Kilometre(s)	TR	Turn Right
KR	Keep Right	TVHL	Turn Very Hard Left
M	Metre(s)	TVHR	Turn Very Hard Right
MRJ	Mapped Road Junction	UMRJ	Unmapped Road Junction
RD	Road	VIA	Somewhere you have to go
RJ	Road Junction	Out of Bounds	Somewhere you must not go

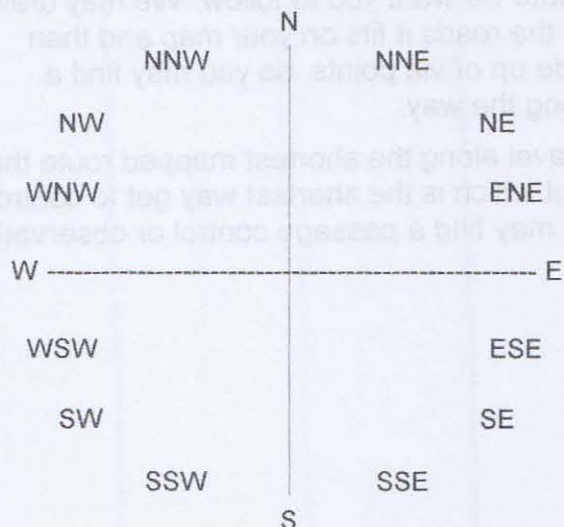
Note the difference between "Bear" and "Keep" which is often misunderstood. Both imply a turn of less than a right angle. "Bear" means leaving the road you are on for one of a different standard (e.g., from a main road to a track or vice versa); while "Keep" means you stay on the same standard of road.

Note that where "SP" appears in brackets with a road name it means "Don't take the road named", where there are no brackets, it means "Do take that road". Thus if you see "TL SP Maroondah Highway" then you must turn left onto the Maroondah Highway, but if you see "TL (SP Maroondah Highway)" you must take some other road; you may actually be turning off the Maroondah Highway.

Where a road or a section of road between two points is specified as out of bounds, it is permissible to pass through the end points or to turn off the road at an end point without penalty.

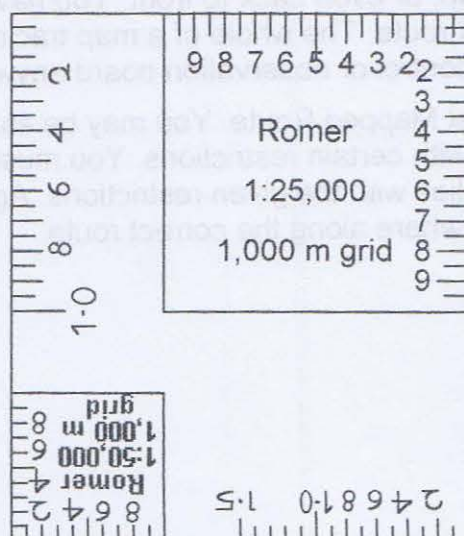
Where a road is specified as a via, it is only necessary to travel along part of that road. If it is intended that you travel along a specific part, or the full length, of that road then explicit details must be given. Merely crossing a road is not travelling via that road.

Points of the Compass:



Rally Romer

An aid to plot GRs and measure distances



Route Instruction Types

In this trial, you will find several different ways of presenting route instructions. In general there will be a sequence of "Via" points which must be entered or exited in the direction specified (if any). The route you follow between vias is optional, but the shortest way shown on the map is usually the best way to go. Where vias are numbered in sequence, you must do them in order. The various types of instruction which may be used are described below.

1. Map References. These will usually be in the form of a grid reference. To plot grid references (in most events, they will be either six or eight digit numbers), first break the number into two halves (three or four digit parts). Remember that you must crawl before you can climb, so the horizontal part comes first and the second half is the vertical part. If you do not know how to plot a grid reference, there will be someone around at the start who can help you. At the bottom of the previous page is a "Rally Romer" which can be cut out and used to help with plotting GRs.

Other map references may simply be the naming of features shown on the map, such as "The intersection of Maroondah Highway and Ringwood Street".

2. Route Chart. A route chart lists all the significant features that appear on the route in order, with the total distance from the start of the route chart and the distance from the last instruction also shown. You do not have to plot this on the map, and in many instances you would not be able to in any case as the roads used are not shown on the map. Sometimes the instruction is not as simple as TR (turn right) or THL (turn hard left); it may be 'exit to the SW', or you may be asked to leave a junction in the direction the hour hand of a clock would be pointing at a given time.

3. Strip Chart or Stick Chart. The direction of travel is represented by a straight line, with each road junction represented by lines indicating the number of roads not to be taken on your left or right as appropriate. It is as if the route on the map were a piece of string that was pulled tight into a straight line so that all the roads off the route stick out to the side. Remember, the strip chart is diagrammatic only and must be plotted onto the map to find the intended route.

4. Compass Directions. These relate to successive road junctions on the map in order; the directions given indicate which direction to leave the junction. Each MRJ is then a via and an observation or passage control may be found on the correct exit from any one.

5. Crossed Lines. To plot these, you are given four map references. These are points on two straight lines, which you must draw on your map. The point where the lines cross is the via point.

6. Map Tracing. We just give you a tracing of the route we want you to follow. We may draw it any way up, or even back to front. You have to find the roads it fits on your map and then follow that route. The whole of a map tracing is made up of via points, so you may find a passage control or observation board anywhere along the way.

7. Shortest Mapped Route. You may be asked to travel along the shortest mapped route that complies with certain restrictions. You must work out which is the shortest way get to control that complies with the given restrictions. Again, you may find a passage control or observation board anywhere along the correct route.