



- Crews add the listed minimum and maximum times, which incorporate a plus minus one minute tolerance, to their start time to determine their time window at 5km intervals for the section. Minimum times may have to be recalculated following a possible passage control where time is recorded, which becomes the start time for the next timed part of the section.
- On many of the shorter competitive sections, crews are required to follow a route chart, and at the end of the route chart to proceed to control. Advice is given as to distance and compass direction to control. Generally some or most of the route to control is unmapped. An accurate compass will be essential on these sections.
- On a few occasions, an unmapped or uncertain route can be better determined by subtracting known distances from the total section distance.

## **Event General**

Navigators are advised to bear the following few points in mind at all times:

1. Understand and remember the Event Specific points above.
2. Read instructions carefully. Any instruction that is different to the normal usually provides a hint.
3. Use the official maps other than Broadbents to scale distances between junctions, obvious road bends and major stream crossings.
4. Use a compass to know direction of travel and location on the map as closely as possible.
5. Recheck required directions of entry and exit to vias and controls.
6. Use signposts. Often signposts to distant places can tell you your exact location.
7. When in totally unmapped country, plot your progress on plain paper using compass and tripmeter, and generally take the choice that takes you closest to the direction to control.

Other points to bear in mind:

Road standard varies. Some roads have been little used in recent times.

Cross roads can be slightly offset.

Use contours and creek locations to determine whether the drop or bank should be on your left or right.

Write on the map where an observation or information is required.

Instructions for Division 1 will be handed out shortly before departure from the start on the assembly stage. Navigators need to get used to plotting in the car.

Fortunately maps are small and many and do not require much folding.

## **Late Running Time (LRT)**

LRT is the sum of lateness on all sections, competitive, touring and transport. LRT can be gained back by booking in early at a time control. This can be done on service sections by forgoing service time, or by shortcutting and missing controls on the intended rally route. The mid division service break is a good opportunity to assess LRT situation and options.