

2010 BP Ultimate Rally Navigator's Guide

Firstly, navigators should read and understand the Supplementary Regulations and Further Regulations.

Event Specific

1. Generally there are two official maps for each section, a Broadbents and another, which is at 1:250,000 scale on Cruising sections, or blown up to 1:100,000 for Touring sections. Control and via locations are described in terms of localities on Broadbents. Control and via locations are marked accurately as the centre of a 5 mm diameter circle on the other official map.
2. Locations described on Broadbents can be interpreted differently when transferred to other maps. The circled location on the other official map is the organiser's interpretation, and is where the via or control will be actually located.
3. Grid references are not used at all.
4. Directions of entry and exit are in terms of roads on Broadbents. If the desired direction of entry or exit is unmapped on Broadbents, then it is described in terms of a mapped road on the other official map. If it is unmapped on both maps, then it is described as simply unmapped.
5. The correct route, or that selected by the organisers, is generally the shortest distance using mapped roads on Broadbents, and where that is not possible to comply with route instructions, then it is generally the shortest distance using mapped roads on the other official map, and where that is not possible, to comply with route instructions, then extra advice is given.
6. In grid country, where alternative routes appear to be the same distance, then the higher map standard road route is the route taken by the organisers.
7. Scale rulers are only required for 1:250,000, 1:100,000 and 1:25,000 scale maps.
8. There is no requirement to scale distances on Broadbents.
9. The 2mm rule, normally waived for Touring Road Events, does apply in this event, which means that any choice on the ground between a mapped and unmapped feature (e.g. road or road junction) must be more than 200m apart when using a 1:100,000 scale map or more than 500m apart when using a 1:250,000 scale map, or require further clarification as to the intended route.
10. There is no requirement on any section to travel via the shortest mapped route.
11. There are no average speed sections. This should transfer work and responsibility from the navigator to the driver for maintaining sensible speed and so avoiding speeding penalties.
12. There is a requirement on some of the shorter Touring sections to follow a "drop off" route chart, and at the end of the route chart proceed to control. Advice is given as to distance and compass direction to control. Most of the route to control will be unmapped. Compass use is essential.
13. Some roads and road names have been added to the original 1:250,000 maps used in the event, to assist where the maps lack up to date information.
14. All gates on the correct route, other than in controls and on route charts will be marked with red and white striped tape

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.

Other points to bear in mind:

1. The maps in this event are old. Some roads have disappeared, some have improved, some have been little used in recent times, and a few new ones have emerged.
2. A sharp bend in a road will often be an unmapped junction
3. Cross roads can be slightly offset.
4. Use contours and creek locations to determine whether the drop or bank should be on your left or right.
5. If in doubt, go a little further, but if you have scaled accurately, 0.5 km is too far and you need to turn around.
6. Write on the map where an observation or information is required.
7. 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, Touring, Cruising and Transport. Once LRT is exceeded, you are deemed to have not visited subsequent controls. If LRT is exceeded by 30 minutes at the end of a division, you are deemed to have retired. LRT can be gained back by booking in early (with penalty) at a time control. This could be done on service sections by foregoing 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.

In Summary

Understand these event specific and general points, and you should thoroughly enjoy the challenge of finding your way across Victoria using some wonderful old maps.