

2013 Old BP Rally Navigator Guide

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

For example:

- *Variable late running time limits*
- *Notify Safety Officer if withdrawing or cutting and running*
- *Difference between Touring, Cruising and Transport sections*
- *What can be at via points*
- *Out of Bounds instructions*
- *No phones, no radios*
- *Penalties*
- *Forward Minute timing*

This Guide spells out a number of consistent guidelines that apply for this event, followed by comment in italics that explain the guideline further or give further advice as to its application. The Guide is meant to narrow the gap between more and less experienced navigators by summarising the messages a more experienced navigator would take from the Navigator Guide.

The Guide is divided into the following sections:

- Event Specific
- Event General
- Other points to bear in mind
- Late Running Time
- In Summary

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. All named localities on Broadbents are represented by a corresponding small circle. Control and via locations are marked accurately as the centre of a 5 mm diameter circle on 1:250,000 other official maps or 10 mm on 1:100,000 other official maps.
 - *Broadbents maps have a long tradition in the BP. They are retained here, while also taking advantage of more accurate survey maps of the 60's and 70's.*
 - *Broadbents map can be largely ignored when working out which circle corresponds to which via in the route instructions, as Broadbents localities generally also appear on the other map*
 - *Control or via description may have to be checked that it matches circle location on the other map where the section is not stretched out in an obvious sequence of circles*
 - *Broadbents names in upper case are localities, names in lower case are usually rivers in blue or mountains in green*

2. Locations of points shown on Broadbents can often 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.

- *Don't bother arguing about correctness of Broadbents location specification*

Grid references are not used at all.

- *Isn't that nice*

3. Directions of entry and exit are stated 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.

- *If for example "Enter from N", then check to see that the other map agrees with Broadbents. See 2008 example Koimbo below where what looks like the main road on Broadbents is not on the 250 map and the Broadbents road would be the required direction of entry:*

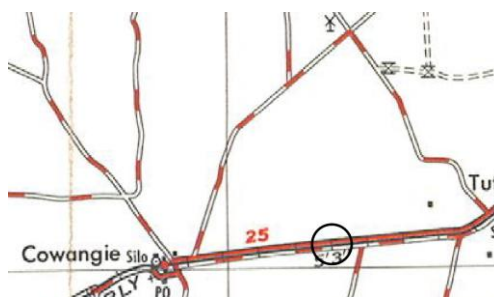
Broadbents



250



- *On rare occasions a road on Broadbents is not on the other map. See 2008 Cowangie example below where the instruction was "Enter from N along approx 1.5 km unmapped road"*



4. 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.

- *Plot course using mapped roads unless route instructions specify otherwise*
- *Take any other course at your peril*

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.

- *Understand map legend for roads*
- *In the example below, in the absence of any specified direction of exit or entry, the route taken by the organisers from the westerly point to the easterly, would be to enter the easterly point from the north along the higher standard red dashed road*



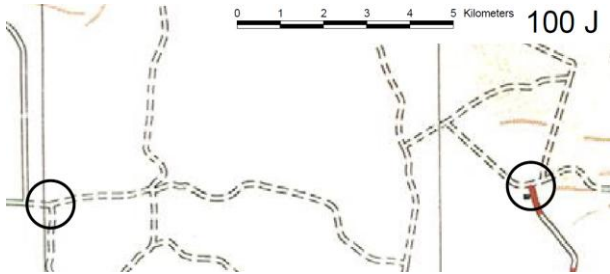
- Scale rulers are only required for 1:250,000, 1:100,000, 1:50,000 and 1:25,000 scale maps.
 - *1:250,000 and 1:25,000 use same scale ruler*
- There is no requirement to scale distances on Broadbents.
- The 2 mm rule, normally waived for Touring Road Events, does apply in this event, which means that 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.
 - *This makes it easier for navigators as the intended route must be discernible on the map*
 - *The organisers strongly believe that there should be no tricks involving driving around in little circles looking for vias or controls behind bushes that is common practice in other Touring Road Events that waive the 2 mm rule*
 - *We could have had a 5mm rule and still be ok*
- There is no requirement on any section to travel via the shortest mapped route.
 - *Passages or Informations will only be at designated vias except on signpost route chart, where the requirement is to follow roads that agree with listed signposts in route instructions*
 - *We don't want the navigator to be looking for possible realignments*
- There are no average speed sections, but civil speed limits and organiser imposed restricted speed zones or quiet zones apply.
 - *Navigators need to keep drivers informed of any speed limits to avoid penalties resulting from the organisers regular use of radar units on the event*
- 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 from the "drop off" point. Generally, most of the route to control will be unmapped. Compass use is essential.
 - *Compare the remaining distance on the road, which is total section distance minus route chart distance, with the "as the crow flies" distance to see how much deviation from a straight line is required to reach control, referred to as "wobble" or "wastage"*
 - *It is not critical to try and follow the route chart on the map, but to plot as accurately as possible where it ends using the advice of distance and direction from control*
 - *When confronted with a choice take the direction closest to control*
 - *See 2008 Clay Lake example below:*

The section started on the right. The route chart ended at 5.5 km, 7 km east of control on the left
The section distance was given as 12.9 km allowing the remaining distance to control to be calculated as 7.4 km

The distance "as the crow flies" was given as 7.0 km

Therefore there was very little "wobble"

Any deviation outside SW to NW for more than 0.5km means turn around and try again for more west



11. 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.

- *In forests sign posts can be a great reassurance that you are on the right road. Use them*
- *From the organiser's point of view, it is sometimes easier to draw an unmapped road on the map, than describe it*

12. All gates on the correct route, other than in controls and on route charts will be marked with red and white striped tape

- *What appears as a maze of tracks and gates across paddocks is made easier if you can only go through a gate that has a marker on it. Don't go through an unmarked gate. A gate is a post either side, even if no fence.*
- *In the old BP days gates were only marked for trial entry if they were into private property. The competitors were not to know what was private and what was not, which lead to many protests*

Event General

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

- *Imprint them*
- *Think of examples you have come across or can imagine to reinforce them, so they are second nature*

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.

- *Take particular note of any "Note:" following a specified via or control*
- *"BP Background" at the end of instructions for a section will provide some section advice in addition to some BP history which is for entertainment only*
- *There is a reason for every word in the instructions, except for BP history*
- *E.g. - Unmapped road where no decision is required other than straight on, vs. unmapped roads where decisions will be required when presented with choice of direction*

3. Use the official maps other than Broadbents to scale distances between junctions, obvious road bends and major stream crossings.

- *Broadbents is a giant sketch map, not spatially corrected, so it is not accurate to scale from when there are topographic maps available.*

- *Scale distances between any points on the map that will be readily identifiable on the ground. Understand symbols for creeks, dams, channels, bridges, fences, houses, powerlines etc*
 - *In grid country, consider marking off crossroads as you go*
4. Use a compass to know direction of travel and location on the map as closely as possible.
 - *Properly functioning compass is vital, at times more so than an odometer*
 - *Use it to confirm that you have made the correct turn and are travelling in the correct direction*
 5. Recheck required directions of entry and exit to vias and controls.
 - *The consequences of wrong direction of entry or exit are significant at 30 points*
 - *You will make mistakes when plotting, so check your work, or get your driver to check as well*
 6. Use signposts. Often signposts to distant places can tell you your exact location.
 - *Look from a distance to work out where you are*
 - *Particularly large or complicated intersections*
 - *Or as mentioned previously when road names appear on maps*

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.
 - *In the grid country there is usually a tree line where a road once was. This is particularly useful in daylight*
 - *Be open minded on road standard being as mapped in 1965*
2. A sharp bend in a road will often be an unmapped junction
 - *Check on the compass that road deviates as per map at the scaled distance*
 - *Be aware that the road can deviate from what is mapped at any stage but particularly at bends, and not just right angle or sharp bends*
3. Crossroads can be slightly offset.
 - *If an expected mapped cross-road comes up as T intersection, just look left and right for its continuation*
4. Use contours and creek locations to determine whether the drop or bank should be on your left or right.
 - *More critical in mountain country*
 - *Where no contours, there is a ridge running roughly parallel between two streams*
 - *If a road looks on the map like it follows a ridge then in the car, the road should drop away on both sides, with no visible bank*
 - *If a road runs along and close to a stream, then the drop should be on the stream side, and the bank on the opposite side*
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.
 - *Don't blunder on hoping that it will all work out*
 - *Scaling accuracy will be less in mountains, on twisty roads and where the distance is more than 5 km*

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

- *The map is what you are looking at all the time, so mark a reminder on the map at the appropriate point*
- *The penalty is a significant 30 points if they are not written on the back of the road card*

7. Instructions will be handed out 30 minutes before departure from the start on each Division. Navigators need to get used to plotting in the car.

- *The passenger seat is the office, not the café table. Get used to working in that environment. Be organised and have maps folded to suit the section*
- *A4 maps in this event make it so much easier for you*
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Late Running Time (LRT)

Your LRT is the sum of your lateness on all sections, Touring, Cruising and Transport as the Division proceeds. The route instructions specify, for each Division, a late running time limit. Once this specified LRT limit is exceeded, you will be deemed by the scorer to have not visited subsequent controls. If the LRT limit is exceeded by 30 minutes at the end of a division, to stay in the event you must report to the start of a following division before the scheduled time of departure of the first car. 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.

- *Write down time penalties after each section and keep a running total of your LRT*
- *If you have a big time loss, look at sections ahead which may present more problems, and hence consider the need to “cut and run”*

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.

- *We want all crews to complete the entire course*
- *We want navigators to enjoy themselves, by achieving constant satisfaction that they are following the correct route, and not wondering what they have missed. (There won't be something at all vias though)*
- *You need to prepare yourself, and keep your confidence up, as well as the drivers*