PORTER'S ORIGINAL PAINTS

LONGEST NIGHT RALLY

Equipment

The following is the essential gear you will need for this event -

Map light (fitted to vehicle)
Map board (not metal or other solid substance) with clips for holding maps
Hi-Liters (NOT yellow as they are invisible under a map light)
Ruler
Pencils (Pacer type - more than one) with spare leads (2B)
Erasers (soft type like Staedtler - hard ones tear maps)
Rally Romer (or blank card for making some)
Compass (either mounted in the car or hand held)
A reliable torch with fresh batteries (in case of map light failure)

Maps

BROADBENT - shows roads, creeks, towns and some hills. They do not have contour lines or grid lines. Their accuracy is dubious as they were compiled many years ago. The distances between intersections are usually shown, but should only be used as a general guide.

HINT: According to the CAMS Manual - 'For the purposes of an event all places, intersections, roads and other features named or described in route instructions, will be deemed to exist as shown on the official maps, regardless of their existence or otherwise in fact.

Plotting

When you receive your instructions, you need to check them immediately to see that you have them all and that you are looking at the correct map for the instructions.

When plotting the instructions you need to read EVERY word CAREFULLY.

When plotting the instructions it is important to remember that a 'Via' point can only be at a point that is specified in the Route Instructions. You must travel to all these points, in the time allowed, to successfully complete the course.

At a Via point you will find either a Manned Passage, at which you MUST stop for the official to mark your Road Card, or you will need to record an 'Information Board' on your Road Card, or there will be nothing for you to find.

It is worth bearing in mind that the entire road on a length of 'Shortest Mapped Route' is considered to be a Via and may have a Manned Passage/ Information anywhere along its length.

HINT: A Via is simply a place that you must travel to or through.

1. ROUTE CHART

A Route Chart can be shown using up to four columns.
Column 1 - shows the cumulative distance from the place where the route chart starts from.
Column 2 - usually shows the intermediate distance from the previous instruction.
Column 3 - usually has an instruction of what you are to do at this point (this may be abbreviated eg. T.L. means Turn Left).
Column 4 - can be used if there is a signpost at the point or if there is some other extra information available.

These columns can be shuffled/deleted at will by the director; they do not always have headings and they do not need to/usually can't be plotted onto a map.
All you need to do is to read them out when you arrive at that particular point.

CUM	INT	INSTRUCTION	ADVICE
0.00	0.00	Turn Left	Caution, Highway
0.84	0.84	Straight On	
1.92	1.08	Bear Left	Midland Highway
3.45	1.53	Turn Right	Cherry Swamp Rd
4.60	1.15	Turn Left	S.P. Hillclimb
4.86	0.26	Turn Right at Gate	Pits

Control official will be on your right.

2. PLACE NAMES

As the maps that are being used in this event do not have a readily useable grid system, the director has to specify points by using their name (eg. a town) or by their relationship to a place (eg. 3km Northwest of a town). These points may be specified as being a road junction, unmapped road junction, or just a point on the map.

The disadvantage to competitors of this system is that it is time consuming to find these places on the map (unless you are familiar with the area) and there are some places that are very similar in name that are located near each other.

Scaling

Even though most of the maps you will use on this event usually have printed distances between intersections, it is still advisable to 'scale' the map to check the accuracy of what is printed for any individual road.

To do this you will need to make your own, using the printed scale on the map as your basis. All you are doing with a 'Romer' is checking that the printed distance compares accurately with the printed scale on the map. It is not unknown for errors to be made when maps are being compiled and directors will use these discrepancies.

When you are scaling, you can scale between road junctions, sharp bends or any other physical feature on the map (eg. railway lines). Obviously, the straighter the road, the easier it is to scale. This is not a hard part to master and it can quite often be the difference in going down the right road, or overshooting a turn.

HINT: Always re-check the details of the Via point as you are doing it. Never rely on what you plotted an hour ago.

Event Start

It is your job as a navigator to make sure at this point that you have everything prepared to start the section.
This will include;
- Having the appropriate map(s) ready for use on your map board, folded so that the area you are using is on display,
- Pencils and erasers ready to hand,
- All navigation equipment is turned on and re-set (ie stop watch, trip meter).
- Clock set to 'official time'.

Mistakes

If you have think you have made a mistake -
1. Check the map,
2. Check your compass,
3. Check any road signs and, if all else fails,
4. Turn around and go back to the last point where you knew where you were (watching out for any other crew who has done what you have just done).

Sometimes it can be helpful to the navigator to have his memory jogged with a few well aimed questions. It is best to avoid questions that will elicit a YES/NO answer, such as, "Do you know where you are?". Most navigators will usually answer, "Yes, of course I do", regardless of whether they do or not.
It is probably better to ask such questions as:-
- "Which way are we supposed to go at this intersection?"
- "What direction are we supposed to be heading?"
- "Are we ahead or behind time?"
- "Why are those cars going the other way?"
- "Is there anything special we need to be looking out for?"
- "Are we near a Via point?".

PLOTTING EXERCISE

This exercise starts at Ballarat.

Via 1. Navigator.
Enter from the West-North-West.

Via 2. Junction of white roads 1.5 miles North-East of Yendon.
Exit to the North-West.

Via 3. Dunnstown.
Enter from the West-South-West. Exit to the North-West.

Via 4. Leigh Creek.

Via 5. Bullarook.
Enter from the North.

Via 6. Junction of white & dotted white roads 0.75Mile South of Springbank.
Enter from the West.

Via 7. Millbrook.

Via 8. Mapped creek crossing approx. 0.5 scale mile West-South-West of the junction of white roads 4.25 miles East-North-East of Via 2.
Enter from the South-West.

Via 9. Mt.Egerton.
Enter from generally the North.

Control. Llandielo
Enter from the South.