

THE ALPINE CLASSIC

TOUR NAVIGATOR'S PACK

A classic rally

A classic rally is a drive in the country where you find your way around a defined route by correctly interpreting a set of instructions. It is not a race, although it may be timed (a Road Rally - RR) or untimed (a Navigational Assembly - NA). There will be points through which you must pass ("Controls") and observations that you must record to show you are on the right route. There will usually be randomly placed boards ("Visual Route Checks" or "VRCs") that you need to observe and note down. Points are received for missing any of the above. The crew with the fewest points wins!

An event is divided into Legs and/or Sections. The aim of the game is to correctly interpret and then follow the route described by the Route Instructions. You will be given these at the beginning of each Leg or Section. On the route you pass through various controls. These are usually called Major Controls and Passage Controls, although some may be Timed Passage Controls.

Major Controls are at the beginning and end of Legs and Sections. Passage Controls can be anywhere, they are usually on the correct route and if you follow the instructions correctly, you'll 'stumble' across them. Sometimes "dummy" Passage Controls can be positioned on an incorrect road to suck you in for a Wrong Direction (WD). Major Controls are named M1, M2, M3 etc. Passage Controls are named P1, P2, P3 etc.

How it works

Before the event you'll receive a set of Supplementary Regulations. These are the 'local rules' for the event. Read them (probably several times) and make sure you understand them. These vary a little from event to event, so you can't ignore them. It's a good idea to take them with you.

On the day, get there a bit early, certainly in time for Competitors' Briefing. When it's time to start, you'll be given a set of Route Instructions for a Division or Section, usually 5 or 10 minutes before **your** start time. Make sure you get them on time and be at the start control on time. There are usually penalties if you are late.

Most events (but not all) have a list of questions that must be answered en route. These are generally at the back of the Instructions. Tear them off and give them to your driver to look out for, stick them to the dash or similar. After plotting for 5 or 10 minutes you will be given your Road Card at the start control (on which **you** enter your observations and **officials** enter times or stamps at various controls) and you're on your way.

Once you're under way, you will hopefully be answering questions, noting VRCs (these are a letter on a white board by the side of the road) and going through Passage and Major Controls till the end of the Division. You must stop at **all** manned Controls to have your Road Card marked by officials.

What you need to know

The Route Instructions will usually show the distance for each division or section. On a timed event it will also show the time allowed for the section, or the average speed that you must maintain. For example if it shows 56 km and 48 minutes, that means you need to enter the Major at the end of the section 48 minutes after leaving the beginning control having travelled 56 km. You should work out what time you're due at the next Major (crucial for a timed event). Also work out an average speed for the section: this gives the driver idea of the speed you must travel.

$$\text{ie } \frac{56\text{km} \times 60}{48\text{min}} = \sim 70 \text{ kph}$$

Read through the questions and check they're in distance order. Some drivers make the questions their responsibility but that's up to you.

TIMING - Timing only applies to Road Rallies. (NAs are not permitted to be timed). You will be provided with instructions that will detail the time allowance for each section and any included refuelling, plotting etc. Also details of how long you are allocated for lunch. In order not to be penalised for early or late arrival at control, you must arrive within the minute following your calculated arrival time. For example if you leave the previous control at 10:15 (which will be recorded on your road card) and the allowed time for the section is 70 minutes, then your book-in time at the next control will be 11:25 (10:15 + 70mins = 11:25) and therefore you can hand your road card in to the control officials any time between 11:25:00 and 11:25:59 without penalty. If you hand in

your road card earlier than 11:25:00 you will be penalised, any later than 11:25:59 (even 11:26:00) you will be penalised.

AVERAGE SPEED SECTIONS. You will only ever encounter these on timed events i.e. Road Rallies. The instructions will tell you to travel at a certain speed for a certain distance or time or combination of the three. This will keep the navigator busy calculating at what time you should have reached what distance at regular intervals until you reach the end of the average speed section.

Handy formulae, especially for average speed sections.

$$\text{Speed} = \frac{\text{Distance} \times 60}{\text{Time (mins)}} \quad \text{Time (mins)} = \frac{\text{Distance} \times 60}{\text{Speed}} \quad \text{Distance} = \frac{\text{Speed} \times \text{Time (mins)}}{60}$$

The Timed Passage Control at the end of an Average Speed section is the only control outside which you may not stop or significantly vary your speed.

The Average Speed Tables (see example at the end) detail where you should be at what time.

REGULARITY SECTIONS. You will only encounter these on times events i.e. Road Rallies. The instructions will require you to repeat some performance on a previous section (so you are regular). On this basis you can probably predict where a regularity section will occur sometime later in the event. Keep a track of where you are, and how long it took to get there; this will be valuable for when you need to repeat your performance.

When you start the regularity section, refer to you notes and try to repeat your times at each distance (even if they were wrong on your previous try).

You will have a 15 second penalty free window either side of the correct time. Outside of this 30 second window you will be penalised for being either too fast or too slow.

Some hints

Read **all** the instructions – don't forget the top box of general instructions for each section.

If you don't know where you are, **STOP**.

Find out what "Rally Time" is.

Timing is "to the minute".

Things to take

Ruler, lead pencil (2B is good), sharpener, eraser, paper, pens, highlighters (two or three different colours), calculator, stopwatch or timer, a firm board with bulldog clips for the maps, travel sickness pills, sense of humour. A correction factor for your odometer as measured against the official distance will be useful.

HANDY HINTS: ie things most of us forget to do occasionally!!

- Zero your trip meter and timer at the M board (or where you're told to)
- Scribble out the miles/kilometres (whichever you don't use) on the route instructions
- Make sure you memorise the abbreviations in the Supplementary Regulations – or keep a copy handy
- Set your timer to 'Rally Time' which will displayed at the start
- The NSW Road Directory or other relevant maps are recommended to help you if you get lost.
- Last but not least, don't panic – it's meant to be fun!!! If you do panic or get lost, calm down, take a deep breath and start afresh. It can be guaranteed that you're not the only one having trouble. Even the so-called experts make mistakes. Don't be afraid of calling the organisers if you need help.

Good luck and don't forget to read all the instructions carefully.

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