

## **FDMC Gwyn Jones Memorial Rally - Explanation of Navigation**

Section 1 – direction of departure from junctions, and when crossing grid lines, given in blocks of four for each. Change from one to the other indicated by direction of travel at junction (e.g. “SO”) or of grid line crossed (e.g. “50”), given at initial instruction for each block.

Section 2 – normal rules for junctions passed, entering from a road (and width) of first letter, departing likewise from the one at the end. Then, point at which each grid line crossed, whether vertical or horizontal.

Section 3 – aggregate 349 was the sum of the 3 spot heights on route. The VQ in Wyck indicated that you had to go this way, 2 SHs were before the village, 1 afterwards. Then, as indicated, junction colours were difficult to see as a result of the National Park boundary, so you followed the road covered by the boundary, until you passed two + (place of worship), as well as the 6 ywy junctions. This was a section that caused far more problems than we had anticipated.

Section 4 – crossing grid lines; “just” indicated that the road only just crossed the grid line, before crossing back.

Section 5 – you could not go south at the first junction (it would cross 29), nor north at the second (next junction would be approached from SSE, which was not one of the junctions). Correct order was NE/WNW, SE/SW, NE/SE, NNW/SSW, N/W, E/NNE, WSW/NNW, ESE/N, SE/SW, ESE/NW

Section 6 – we did anticipate that this would be time consuming. The note “The only order is within each grid square” indicated that these were grid squares, with junctions within them, with those junctions to be taken in the order listed. There were four grid squares where no junctions were passed through, including one where, as stated, you just passed through the NE corner (6831). The route was very intricate through Ropley.

Section 7 – this was certainly not a section that we anticipated would cause problems, but it certainly did. The O-r c r markers were the On-road cycle route markers (green dots), and the D markers the District boundary markers, which you encountered after the first 11 green dots. If you did not know route and boundary markers, then you needed to refer to the key on the side of every OS map.

Section 8 – colours (and widths) of sections of road. The only problem was that some recorded the dummy board at the second NAM triangle, you had to go the short way to the red road to make the navigation work (there was a board on the yellow on the short way), which meant that the long way round the triangle avoided the one as you went 1<sup>st</sup> left, hence a dummy.

Section 9 – grid references at last! – we bet many were happy. The SSE approach to the 5<sup>th</sup> via point, combined with the avoid, meant that you had to go south down the yellow in 7145 before doubling back up the white.

Section 10 – initially, directions of travel when crossing grid lines, then describing road as fenced, unfenced, or 50/50; this was chosen mainly to direct you into lay by in 7347, where there was a secret; spot height 99 was just to help you at the end.