



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

**THESE PAGES ARE IMPORTANT – READ CAREFULLY!** To compete correctly and find the correct route on this rally, you will need to read and digest the guidelines contained in this document. The following paragraphs contain all the information that you should need to prepare for the event. Even if you think you have read all this before, please be aware there are some amendments and changes compared to last year. Should you be in any doubt about anything, please do not hesitate to contact one of the organising team before the event commences, it may be too late once route plotting and/or the rally is under way.....

- **Introduction**

Welcome to the Measham. This will be the third and last time that this team will run the Measham in this area, and our intention as ever is to stage an interesting, competitive but fair event. Our objective is for everyone to have a big smile on their face at the end, and to want to do more VSCC rallies, particularly Meashams, in the future! Putting on such an event in the home counties inevitably carries its own challenges, however we have again encountered much enthusiasm for the event, and we hope all connected with the rally will demonstrate why this enthusiasm was well-founded.

- **Public Relations**

Navigational rallies pass along public roads, and in order to help ensure that such events can continue, we abide by an MSA code of conduct. All dwellings along the route have been advised in writing of the event's passing. Please be aware that some of these are in sensitive areas where, as part of the public relations for the event, we have taken the concerns of local inhabitants into account. You will be also passing certain locations that in the past have seen competitors on previous events not being made too welcome. Thus, we ask that you conduct yourselves sensibly and thoughtfully at all times, and observe the following conventions.

- **Villages and 30 mph zones**

Remote Wales this is not, a lot of people live in these parts, even in the rural areas, and thus our route cannot avoid quite a few villages. The authorities are particularly keen on speed limits in these, and we can't make every 30 mph zone a formal quiet zone. The convention that we ask you to follow in all 30 mph limits is to **keep all noise to an absolute minimum**. Additionally main beam head and auxiliary lights should not be used. Please abide by this code of conduct. There will be Driving Standards Observers posted around the route to ensure that competitors comply with the spirit of this, and they will report appropriately. Please bear in mind Supplementary Regulation 19 (j).

- **Black Spots**

Black spots are designated areas through which **you must not pass**. We are pleased to say that there is only one area, given below, within the scope of the route that you need to be advised of this year.

Black Spot Grid Square: 8186 (**Bockmer End**)

However please be aware that if you go off-route, either as a result of a major navigational error, or you have chosen to cut out a section of the route, you may be travelling through some sensitive areas that are not nominated, and have certainly not been PR'd. Please travel off-route in an appropriate manner.



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- **Quiet Zones**

Designated either by Route Liaison Officers on behalf of the MSA, or by ourselves from our PR work, Quiet Zones are areas through which you may pass but MUST cause the absolute minimum of disturbance. In such areas, Driving Standards Observers WILL be posted to ensure that all competitors follow the VSCC code of dipping headlamps, and passing very quietly throughout the zone. This means avoiding graunching gears, squealing brakes, revving engines etc. Q boards marking the start of such areas, and end of Q boards marking their end will be positioned to indicate the extent of the zone. Please also see the following notes about built-up areas, which should be treated similarly, and also bear in mind the convention about siting of controls after all such areas (see the detailed definition on Control locations below), we are not out to catch you out by placing controls shortly after Quiet Zones.

There are no mandatory quiet zones this year, but please heed the paragraph above concerning speed limited areas and villages.

- **Control locations, speed limits and A-roads**

To enable you to drive through the 30mph speed limit areas and Quiet Zones appropriately, and make up time afterwards if necessary, no manned time control will be located less than a distance of about a half of a mile (\*see below) from the end of such a limit where you may well be impeded. Please be assured that for longer and more congested limited speed areas, controls will be placed appropriately further away afterwards.

There are quite a few A-roads (green/red roads) in this part of the world, and crossing or using them is an inevitability. We have kept their use to as much of a minimum as possible, but we are keen that rally cars do not drive artificially slowly on these in order to maintain regularity pace. Driving at 20 mph on a main road with a couple of articulated trucks following closely does not seem like intelligent public relations to us. Therefore maintain a sensible pace, no boards or controls of any kind will be located on A-roads \*, and similar to Quiet Zones and 30 mph areas, no manned control will be placed less than about a quarter of a mile after leaving an A-road, giving you time to catch up if you have been held up, or space and time to pause after turning off to let the clock catch up with you if you choose. If you haul up soon after leaving an A-road, you will be out of sight of any manned control, and will not be 'done' for loitering. Please park up with due regard to residents and other competitors.

\* except for the 2<sup>nd</sup> half restart which is situated in an A-road lay-by.

- **Diversions**

You may encounter one or more highways agency/roadworks diversion and/or road closed signs on the route. Please ignore these, they may or may not apply to you, follow your plotted route! If there are any last minute diversions that have to be made, you will be advised in writing or, in extremis, by VSCC officials or VSCC arrows on site.



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- **Navigation and plotting conventions.**

REFERENCES. The route will be defined in its entirety by map references in order of travel, together with these notes and conventions. Most map references refer to junctions, but some are given in between junctions, these will be self-evident. There are no 'just off junction' plots. To allow for printers' tolerances, any grid reference within 50m of a junction should be assumed to refer to that junction.

Directions of approach/departure refer to the angle of the relevant roads at the meeting point of the junction.

Approach = direction from.

Departure = direction of leaving.

*e.g ESE 123456 SW. Pass through the junction at 123456 approaching immediately from the East of South East, and departing immediately towards the South West*

CORRECT ROUTE. The correct route is the shortest route from map reference to the next map reference that complies with all of the instructions, including compliance with these guidance notes. All reference and plotting information is given as shown on the OS maps\*. For instance, you are not expected to find clever ways round 'triangles' which are not shown on the maps.

\*excepting one location, detailed in the Route Instructions, where the route will be clearly arrowed.

A-ROADS. All points on the route where A-roads (Green/Red) are joined or crossed are specified in the route instructions. However, in order to keep the number of map references down, not all departures from A-roads are given. In all such instances you must leave the A-road in question by the coloured road which is the nearest available to the junction where you have joined the A-road, taking into account any departure direction given at the joining A-road reference. The location of such points will be self-evident, and all are within 500m of joining the A-road. Where there is a greater distance or any room for doubt, the departure point from the A road reference will be given. No other use of A-roads is part of the route. No motorways are used or referred to. Please also see the note below regarding A-roads speeds and controls.

WHITE ROADS. The plotted route comprises coloured roads only, except where particular white road usage is stipulated by specific instruction, map reference and/or direction of approach and/or departure.

DOUBLE USAGE. Apart from the driveway from the roundabout on the A418 to the start/halfway/finish area at Waterstock Golf Club, no section of road will be used more than once on competitive sections. Turning left at a true crossroads from opposite directions does not constitute double usage.

DIFFERENT ROUTES. The slower Speed Category 2 cars will be following the majority of the rally route, but using shorter sections in places. Do not assume therefore that someone has gone wrong if you see a car departing or joining your route! It follows that both Speed Categories 1 and 2 may not visit all the controls and/or checks.



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- **Route Boards**

These will be placed in ascending numerical order along the route(s) to help the organisers identify that the correct route has been followed, and therefore you are required to note these on your Time Cards in the right place.

Whilst you should see the majority of these, there may be the occasional missing board, either because of differences in Speed Category routes, or for operational and/or other reasons. Do not assume automatically therefore, that a gap on your list of boards noted means that you have missed one.

- **Missing/unmanned Time Controls**

Despite best efforts, things can go wrong. Naturally we hope not, but should a time control be found by the course car to be unmanned, and there is no time to remain it, in order to preserve the rally's overall timing schedule the following procedure will be adopted -

A TC board will be displayed, followed by a Route Board marked RB1x, (RB2x, RB3x etc).

Write the board name (RB1x etc) and the displayed code down in the appropriate time box on your time card.

The timing will remain as if it was still a manned time control. Proceed at the appropriate average speed as per your speed schedules, your due time at the next control will not change.

For penalty purposes, these points will be regarded as Route Boards.

- **Baulking**

It is a longstanding custom in rallying that any car that catches another should be allowed to pass. Any competitor not complying with this will be considered unsporting, and such behaviour will be regarded as penalisable. Therefore, should another car catch you, you must let it pass as soon as reasonably possible, minimising any delay in its progress. It may be in a different Speed Category, and/or it may or may not be doing better than you, but that is not your problem.....

- **Damage Declaration**

At the end of the event, you are required to sign a declaration that you have or haven't caused damage to any third party's property. Of course we fervently hope that everyone gets around without mishap, but should you cause any damage, however trivial, (e.g even such as knocking over a driveway marker) please do declare it honestly. It is much easier for us to sort out any issues by making the first approach, rather than dealing with a complainant about an unknown incident, something we have encountered arising from last year's event.



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- Average Speeds

### SPEED CATEGORY 1 – (FASTER CARS)

From	To	Average mph	From	To	Average Mph
Start	to TC1	25	Halfway	to TC18	see route instructions
TC1	to TC2	27	TC18	to TC19	25
TC2	to TC3	28	TC19	to TC20	27
TC3	to TC4	28	TC20	to TC21	26
TC4	to TC5	23	TC21	to TC22	25
TC5	to TC6	20	TC22	to TC23	20
TC6	to TC7	24	TC23	to TC24	24
TC7	to TC8	25	TC24	to TC25	22
TC8	to TC9	25	TC25	to TC26	24
TC9	to TC10	27	TC26	to TC27	22
TC10	to TC11	25	TC27	to TC28	24
TC11	to TC12	25	TC28	to TC29	24
TC12	to TC13	25	TC29	to TC30	26
TC13	to TC14	26	TC30	to TC31	26
TC14	to TC15	28	TC31	to TC32	25
TC15	to TC16	27	TC32	to TC33	27
TC16	to TC17	25	TC33	to TC34	25
TC17	to Halfway	see route ins.			



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- Average Speeds

### SPEED CATEGORY 2 – (SLOWER CARS)

From	To	Average mph	From	To	Average Mph		
Start	to	TC1	22	Halfway	to	TC18 see route instructions	
TC1	to	TC2	23	TC18	to	TC19	22
TC2	to	TC3	24	TC19	to	TC20	24
TC3	to	TC4	25	TC20	to	TC21	24
TC4	to	TC5	19	TC21	to	TC22	22
TC5	to	TC6	17	TC22	to	TC23	17
TC6	to	TC7	20	TC23	to	TC24	21
TC7	to	TC8	21	TC24	to	TC25	18
TC8	to	TC9	24	TC25	to	TC26	21
TC9	to	TC10	24	TC26	to	TC27	18
TC10	to	TC11	23	TC27	to	TC28	21
TC11	to	TC12	22	TC28	to	TC29	22
TC12	to	TC13	22	TC29	to	TC30	23
TC13	to	TC14	23	TC30	to	TC31	22
TC14	to	TC15	24	TC31	to	TC32	22
TC15	to	TC16	25	TC32	to	TC33	24
TC16	to	TC17	23	TC33	to	TC34	23
TC17	to	Halfway	see route ins.				

- Controls, Checks and Boards

#### TC – Time Control (Manned)

- Purpose = to identify competitors' compliance with route and timing instructions. These controls, at which competitors must STOP, will be manned by marshals who will sign your time card to confirm you have approached from the correct direction, and record the time your car stopped at the control.
- Timing Accuracy = previous whole minute.
- Location = Start, any point along the route (not A-Roads), halfway halt, restart and finish.
- Maximum Allowed Lateness = 45 minutes
- Board: TC & NUMBER. Signifying the location of each manned time control.
- Time Information panel. Located at or immediately after time controls, these are boards that will show the OTL time of car 0 for both speed categories at that control. By simply adding their rally number to this time, competitors can quickly calculate how close they are to being OTL against their own schedule.

(We will make every effort to ensure that the information on these boards is correct, but they are provided for advisory purposes only, and no allowance will be given to competitors in any situation where information given on a board proves to be missing or incorrect.)



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- **Controls, Checks and Boards (cont.)**

### RB – Route Boards (unmanned)

- Purpose = to identify competitors' compliance with route instructions. These boards will have a code displayed, you must write these down accurately on your Time Card into the correct space.
- Timing Accuracy = None
- Location = any point along the route (not A-Roads)
- Boards: RB & NUMBER. These boards will contain a three, four, or five alpha and/or numeric code. Two identical boards for each point will be placed on either side of the road. However should you only come across one, it still counts as a valid Route Board. Competitors must write the code correctly and clearly **in pen** on the appropriate space on their Time Card.

### PC – Passage Control (Manned)

- Purpose = to identify competitors' compliance with route instructions. These controls, at which competitors must STOP, will be manned by marshals who will sign your time card to confirm you have approached from the correct direction.
- Timing Accuracy = None
- Location = any point along the route (not A-Roads)
- Boards: PC & NUMBER. Signifying the location of each manned passage check.

- **Other Roadside Boards**

The following display boards will be used during the event. Samples of all boards will be on display at Signing-On.NO. A board placed to ensure that no rally car proceeds beyond that point. Turn around, this road is one you must not drive down. These are usually placed for public relations reasons.

QUIET (or Q). Signifying a particular area where minimal disturbance in terms of noise and light must be made for public relations reasons. Ends of these zones will be indicated by an end of QUIET board.

! or CARE or CAUTION. Does what it says on the tin; heed the advice.

FLASH. No it's not an instruction, it means there is a rally photographer about to take your picture, be prepared to be momentarily startled.

VSCC FLUORESCENT ARROWS. Not commonly used, but occasionally placed to confirm the exact correct route, OR, placed by a COURSE official to indicate a very late emergency route diversion.



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- **Time Control Procedures – Marshals' Instructions.**

Timing convention. All cars must be timed at the moment they **STOP** in the control area, or if there is already at least one car in the control, stopping immediately behind the rearmost car. It is the time that each car stops that must be recorded, (**NOT** the time when the marshal reaches the car!). If a string of cars arrive together, the individual stopping time of each car must be recorded.

Clock. The time recorded will be that of the 'previous whole minute'. This means the time that was on the clock at the time of the car stopping, ignoring the seconds. *e.g. if the car stops at 02.23.47, the time recorded will be 02.23.*

Loitering. Until braking to stop at the control, a car must not slow distinctly after spotting the control in a **deliberate** attempt to arrive in the control at a later minute. If this practice is witnessed, the **L** marker should be circled

Direction of approach. Should the car approach the control from the wrong direction, the **W** marker must be circled on the Time Card. The marshal must enter the time against the appropriate control space on the Time Card, and sign the appropriate signature box.

- **Definition of control areas**

Competitors should be aware of the following definition in the MSA 'Blue Book'

Rallying 9.2.1. Any control is considered to extend for 50m around the actual point at which Officials are making their records, unless clearly visible signs are displayed to define a different area. (Page 285)

For the avoidance of all doubt, this rule will apply to all controls on this event.

- **Miscellaneous notes from late route recces**

Floods. You may be aware that there has been a considerable amount of precipitation in recent times. This has caused several problems with roads on the planned route being closed at various times. However, the route has been checked in the days leading up to the event, and particular problem spots will have been checked today, and will be checked again by the Course Cars. Should you come across a road closed sign, and not have instructions or emergency VSCC arrows/signs to reroute you, that road is open!

Road surfaces. Some roads now seem to be in as shocking condition as two years ago in particular, thus be aware that there are still some that could do with some tlc, the recent rains have played havoc in places, drive appropriately. Also note that through a few villages you may encounter some speed humps, again we advise negotiating these with caution.

Arrows. We have spotted some blank orange arrows on street furniture. These have nothing to do with the event, keep to your plotted route! Only VSCC arrows should be followed.





# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- **Give Way Signs and Driving Standards**

The MSA Regulations require that all junctions on the rally route, which are protected by 'Give Way' signs, be listed. You are reminded that you **must stop** at 'Give Way' signs.

The authorities are very keen on white paint on their junctions in this area, so the following list of map references of junctions with either 'Give Way' markings or 'Stop' signs below is necessarily quite long. The list includes all such junctions on the correct route(s) along with a number of others:

(Listed in columns from North to South) **In addition it is assumed that a Give Way sign is present at each 'upward' change of road classification / colour, which you must treat in the same manner. e.g White to yellow, white to Red, yellow to Brown, yellow to Green etc. etc.**

These are given for your advice, plotting these is not mandatory, it is your choice whether to do so or not.

954 074	844 011½	748 868½	661 848
952 098	842 243	747 088	660 818½
951½ 071	841½ 998	744 909	659½ 177
948 121	841½ 224½	739½ 227½	655½ 149½
941 092	841 223	738½ 859	655 909
940½ 103	833 019	738½ 243½	655 824½
940 103	831½ 244½	735½ 188	655 076½
940 068½	829 872½	731½ 836	654½ 138½
938 160	827 019	729 854½	651 079
934 129	823 861	728½ 852	650½ 073
933 056½	822 018½	727 113½	649½ 149
932 071½	821 050	724 828½	649 912
929½ 071	819 043½	718½ 896½	648 057
924 027	818½ 040½	717 107	642 901
923½ 094	815 892	715 932½	642 086
918 178	814 029½	707 817½	641 899
916 132½	807 889	701½ 818	640½ 966
912 074½	802½ 891½	695 949	638½ 121½
912 047	800 904	693½ 841½	636½ 849½
909 019	800 880	693 194	635 921½
906 075	796 881½	690½ 093½	635 869
903½ 065½	794½ 065	687 115	634½ 959½
898 156	793½ 902	686½ 148	634½ 843½
897½ 038½	790½ 116	684 001	633 958
894½ 150	787 804	681 814½	625 003½



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

- **Give Way Signs (Cont.)**

891½ 043	786 854½	679½ 832	623 127
888 056	784½ 875	678½ 059½	622 932
885½ 016	776½ 910½	677½ 689½	621 037
881 228½	774½ 910	673 842	620 031
870½ 021	765 190	669½ 815½	616 050½
870 190½	758 926½	669½ 814½	610 007½
870 018	754½ 869	667½ 847½	602 102½
862 981	749 082½	664½ 848	
855½ 057	748 908	663½ 844½	

- **Breakdowns and Retirements**

Should you be unfortunate enough to suffer a breakdown, and can't sort it out yourselves, Mark Elder has kindly offered to act as a rescue and recovery service. He will be based at rally HQ, and can be contacted on his mobile **07718 764463**. Whilst he will do his best to assist, it is of course ultimately the competitors' responsibility to sort out their own situation. Please be aware that there is a course closing car, but they will have their own schedule to keep, and thus will be unlikely to be able to assist much.

If you have to retire from the event, please inform the rally team as soon as possible, by calling:

Secretary to the Meeting, Richard Winchester - **07983 451828**  
or if unavailable Gemma Price 07734 030999

- **Other useful numbers**

Joint Clerk of the Course, Chris Leach - 07792 164297  
Joint Clerk of the Course, Robert Ellis - 07958 547044  
Chief Marshal, Harry Fraser 07813 950743



# THE MEASHAM RALLY 2013

## PRELIMINARY RALLY & PLOTTING INFORMATION

You are also reminded of Section 170 Road Traffic Act 1988 :

### DUTY OF DRIVER TO STOP, REPORT ACCIDENT AND GIVE INFORMATION OR DOCUMENTS

1) This section applies in a case where, owing to the presence of a mechanically propelled vehicle on a road, an accident occurs by which -

(a) personal injury is caused to a person other than the driver of that mechanically propelled vehicle, or

(b) damage is caused -

(i) to a vehicle other than that mechanically propelled vehicle or a trailer drawn by that mechanically propelled vehicle, or

(ii) to an animal other than an animal in or on that mechanically propelled vehicle or a trailer drawn by that mechanically propelled vehicle, or

(iii) to any other property constructed on, fixed to, growing in or otherwise forming part of the land on which the road in question is situated or land adjacent to such land

(2) The driver of the mechanically propelled vehicle must stop and, if required to do so by any person having reasonable grounds for so requiring, give his name and address and also the name and address of the owner and the identification marks of the vehicle.

(3) If for any reason the driver of the mechanically propelled vehicle does not give his name and address under subsection (2) above, he must report the accident.

(4) A person who fails to comply with subsection (2) or (3) above is guilty of an offence.

(5) If, in a case where this section applies by virtue of subsection (1)(a) above, the driver of a motor vehicle does not at the time of the accident produce such a certificate of insurance or security, or other evidence, as is mentioned in section 165(2) of this Act -

(a) to a constable, or

(b) to some person who, having reasonable grounds for so doing, has required him to produce it, the driver must report the accident and produce such a certificate or other evidence. This subsection does not apply to the driver of an invalid carriage.

(6) To comply with a duty under this section to report an accident or to produce such a certificate of insurance or security, or other evidence, as is mentioned in section 165(2)(a) of this Act, the driver -

(a) must do so at a police station or to a constable, and

(b) must do so as soon as is reasonably practicable and, in any case, within twenty-four hours of the occurrence of the accident

(7) A person who fails to comply with a duty under section (5) above is guilty of an offence, but he shall not be convicted by reason only of a failure to produce a certificate or other evidence if, within seven days after the occurrence of the accident, the certificate or other evidence is produced at a police station that was specified by him at the time when the accident was reported.

(8) In this section "animal" means horse, cattle, ass, mule, sheep, pig, goat or dog.

**FIRST HALF ROUTE INSTRUCTIONS - CLASS 4 ONLY**

<u>No</u>	<u>Usage</u>	<u>App</u>	<u>Reference</u>	<u>Dep</u>	<u>Comment</u>
1	ALL CARS		630½ 050		START.
2	" "		627 051	SE	JOIN A418
3	" "		635 048½	N	LEAVE A418
4	" "		655 077	SE	
5	" "	WNW	717 106½		
6	" "	NNW	725½ 117½		
7	" "		740½ 101½		JOIN A418.
8	" "		792 059	SE	
9	" "		814½ 043½	NE	JOIN A4010. (Speed Cat. 2 - Next Instr. No. 11)
10	SPEED CAT. 1 ONLY	W	833½ 019		CAUTION! RALLY ROUTES CONVERGE. (Speed Cat. 1 - Next Instr. No. 12)
11	SPEED CAT. 2 ONLY	NNE	833½ 019	E	CAUTION! RALLY ROUTES CONVERGE.
12	ALL CARS	N	843½ 011½		
13	" "	SSE	853 021½	ESE	
14	" "		866½ 010	N	
15	" "	W	870½ 034½	N	
16	" "		877 049	SE	JOIN A413. (Speed Cat. 1 - Next Instr. No. 18)
17	SPEED CAT. 2 ONLY		889 050	NNW	(Speed Cat. 2 - Next Instr. No. 20)
18	SPEED CAT. 1 ONLY		899 030		
19	" " "		912 047	E	
20	ALL CARS		903½ 065½	NE	CAUTION! RALLY ROUTES CONVERGE.
21	" "	WSW	905½ 075		
22	" "		912 074½		
23	" "	NW	929 070½		
24	" "	NW	943½ 070½	S	
25	" "	W	955½ 069½	NNW	
26	" "	SE	956 086½		
27	" "		940½ 092		
28	" "	SSW	940 102½	W	(Speed Cat. 2 - Next Instr. No. 33)
29	SPEED CAT. 1 ONLY	NW	941 102½	ENE	
30	" " "		951½ 108		CROSS A4251
31	" " "	WSW	965 125	NNE	
32	" " "		946½ 149	WNW	(Speed Cat. 1 - Next Instr. No. 37)
33	SPEED CAT. 2 ONLY	SW	937 109½		JOIN RED ROAD (AVOID GREEN A41)
34	" " "		935 111½	W	LEAVE RED ROAD
35	" " "	S	926½ 126½		
36	" " "		917½ 135½	SW	
37	ALL CARS	SW	915 138		CAUTION! RALLY ROUTES CONVERGE.
38	" "	NE	904½ 145	NW	
39	" "		870½ 187	W	

**FIRST HALF ROUTE INSTRUCTIONS - CLASS 4 ONLY (cont.)**

<u>No</u>	<u>Usage</u>	<u>App</u>	<u>Reference</u>	<u>Dep</u>	<u>Comment</u>
40	ALL CARS		857½ 196½		CROSS A418.
41	" "	ENE	841½ 224	NNW	
42	" "		805 226	S	JOIN A413.
43	" "		801 209½	W	LEAVE A413. (Speed Cat. 2 - Next Instr. No. 45)
44	SPEED CAT. 1 ONLY		763 210		
45	ALL CARS	NE	735 188		CAUTION! RALLY ROUTES CONVERGE.
46	" "		726 175½		JOIN A41.
47	" "		716½ 176½		LEAVE A41.
48	" "	S	655½ 149½	SW	
49	" "		622½ 130	SSW	
50	" "	WNW	629½ 096	N	QUIET PAST FARM BUILDINGS PLEASE. FOLLOW ALL ROUTE MARKINGS.
51	" "	SSW	631½ 098	NNW	FOLLOW ALL ROUTE MARKINGS.
52	" "		631 100½	NNW	FOLLOW ALL ROUTE MARKINGS.
53	" "	W	641½ 108½	SE	FOLLOW ALL ROUTE MARKINGS.
54	" "	NNW	642 107½	NE	EXIT ROAD UNMARKED ON O.S. MAP. FOLLOW ALL ROUTE MARKINGS.
55	" "	SW	643½ 107	SE	EXIT ROAD UNMARKED ON O.S. MAP. FOLLOW ALL ROUTE MARKINGS.
56	" "		610 061½		<b>END OF FIRST HALF (COMPETITIVE).</b>
57	" "		<b>RETURN QUIETLY VIA NE 605 057SE &amp; A40/A418 TO RALLY HQ AT WATERSTOCK GOLF CLUB.</b>		

**WE RECOMMEND YOU REFUEL FIRST BEFORE HEADING BACK INTO WATERSTOCK GOLF CLUB FOR THE REST AND TIME RECOVERY HALT, AND FROM WHERE THE 2ND HALF ROUTE INSTRUCTIONS WILL BE ISSUED. RESTART THE SECOND HALF ACCORDING TO THE SCHEDULE. PLEASE NOTE THAT THE RESTART CONTROL WILL BE LOCATED APPROXIMATELY 1 ½ MILES AWAY FROM THE GOLF CLUB, YOUR PLOTTING TIME INCLUDES SUITABLE ALLOWANCE TO REACH THIS EASILY FOUND CONTROL IN GOOD TIME.**

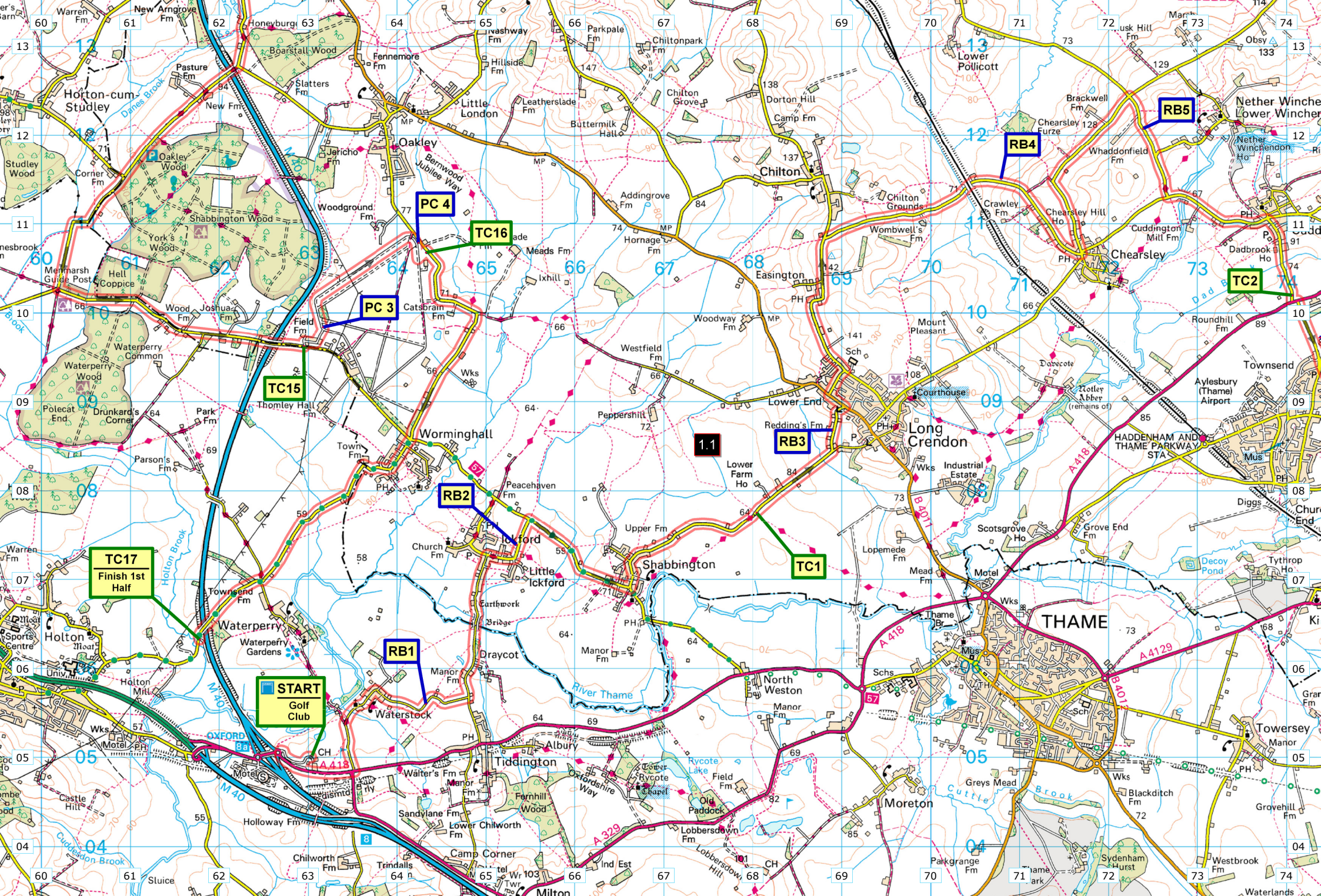
**SECOND HALF ROUTE INSTRUCTIONS - CLASS 4 ONLY**

<u>No</u>	<u>Usage</u>	<u>App</u>	<u>Reference</u>	<u>Dep</u>	<u>Comment</u>
1	ALL CARS				<b>PROCEED TO RESTART (ABOUT 1½ MILES) VIA GOLF CLUB DRIVEWAY AND A418 HEADING EAST. THE RESTART TIME CONTROL IS LOCATED IN A LONG LAY-BY ON THE RIGHT HAND SIDE OF THE A418, THE ENTRANCE TO THIS WILL BE MARKED. PLEASE DO NOT BLOCK THE LAY-BY FOR OTHER EARLIER STARTING CARS.</b>
2	" "	W	639 049	E	<b>RESTART (COMPETITIVE). REJOIN A418.</b>
3	" "		645½ 038	SE	JOIN A40.
4	" "		653 034	SW	LEAVE A40, JOIN A329.
5	" "		645½ 030	S	LEAVE A329.
6	" "	WNW	631½ 972½	S	
7	" "	SW	646 972	SE	(i.e LONG WAY ROUND TRIANGLE)
8	" "	E	664 953	WSW	
9	" "		650 927½	SSW	
10	" "		650 921		
11	" "		700½ 910	NE	
12	" "	NNW	774½ 909½		
13	" "		776 899	ENE	(Speed Cat. 2 - Next Instr. No. 15)
14	SPEED CAT. 1 ONLY	ENE	785 883	SW	
15	ALL CARS		795 882½	SE	CAUTION! RALLY ROUTES CONVERGE.
16	" "	NW	795½ 881½	ESE	(Speed Cat. 1 - Next Instr. No. 18)
17	SPEED CAT. 2 ONLY	NNW	799 869½	SSW	(Speed Cat. 2 - Next Instr. No. 23)
18	SPEED CAT. 1 ONLY		806 890	SE	
19	" " "	N	819 873½	S	
20	" " "	W	824 861	ESE	
21	" " "		829½ 856		JOIN 4155. CAUTION, RESTRICTED VIEW. TRAFFIC APPROACHING FROM YOUR RIGHT, TAKE GREAT CARE.
22	" " "	SE	786 850½		LEAVE A4155.
23	ALL CARS		785½ 854	N	CAUTION! RALLY ROUTES CONVERGE.
24	" "		742½ 880	N	
25	" "	W	738½ 858½		
26	" "	NE	744 847	NW	
27	" "	N	728 851	SW	CROSS A4130. CARE, DUAL CARRIAGEWAY, FAST TRAFFIC IN BOTH DIRECTIONS.
28	" "	N	725 827½	WNW	
29	" "	NNE	709 816½	WNW	
30	" "	SSE	669½ 815	NW	(ANOTHER TRIANGLE!)
31	" "		668 816½	W	
32	" "		661½ 837½		(Speed Cat. 2 - Next Instr. No. 34)
33	SPEED CAT. 1 ONLY		629 843½		JOIN A 4074

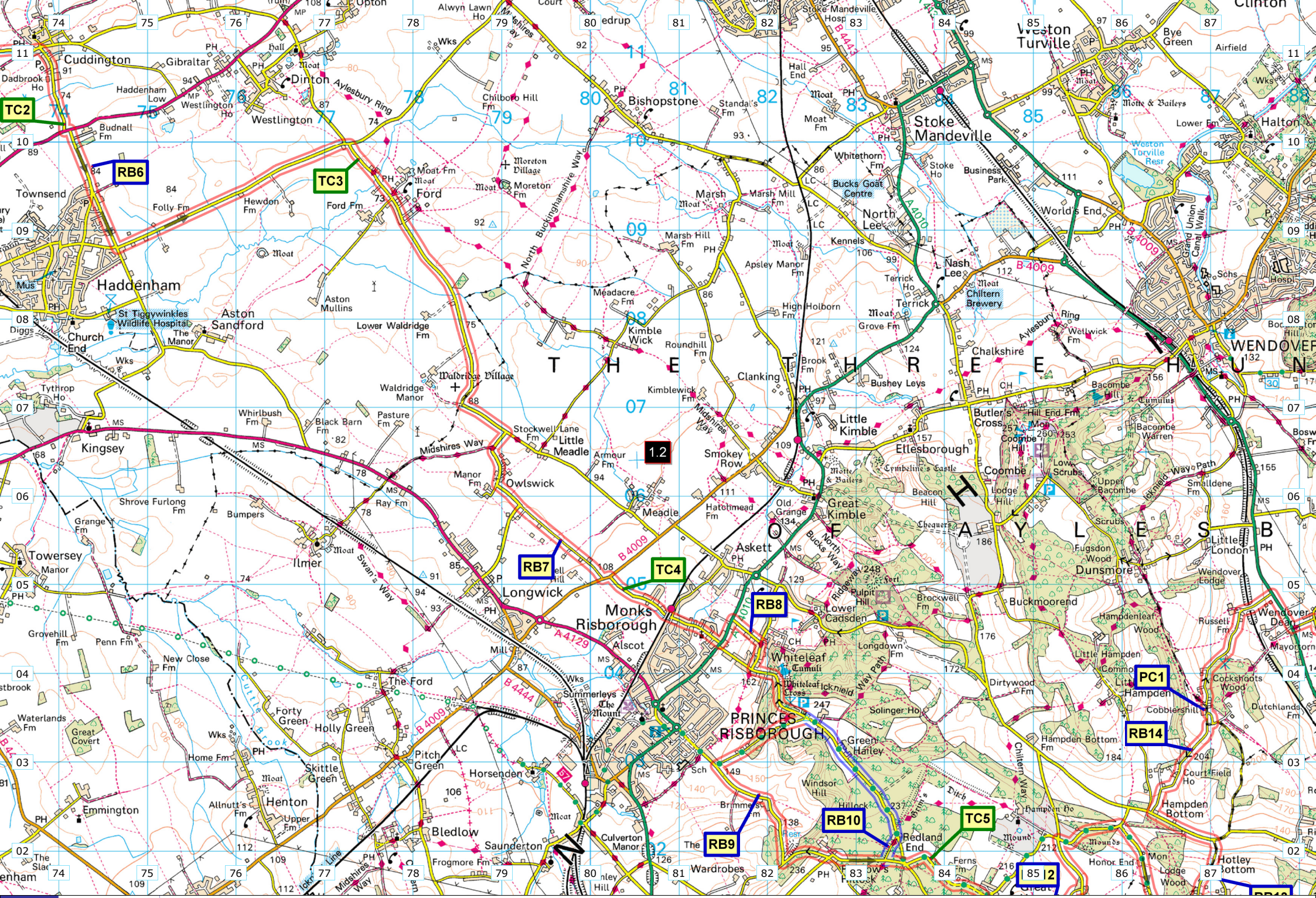
**SECOND HALF ROUTE INSTRUCTIONS - CLASS 4 ONLY (cont.)**

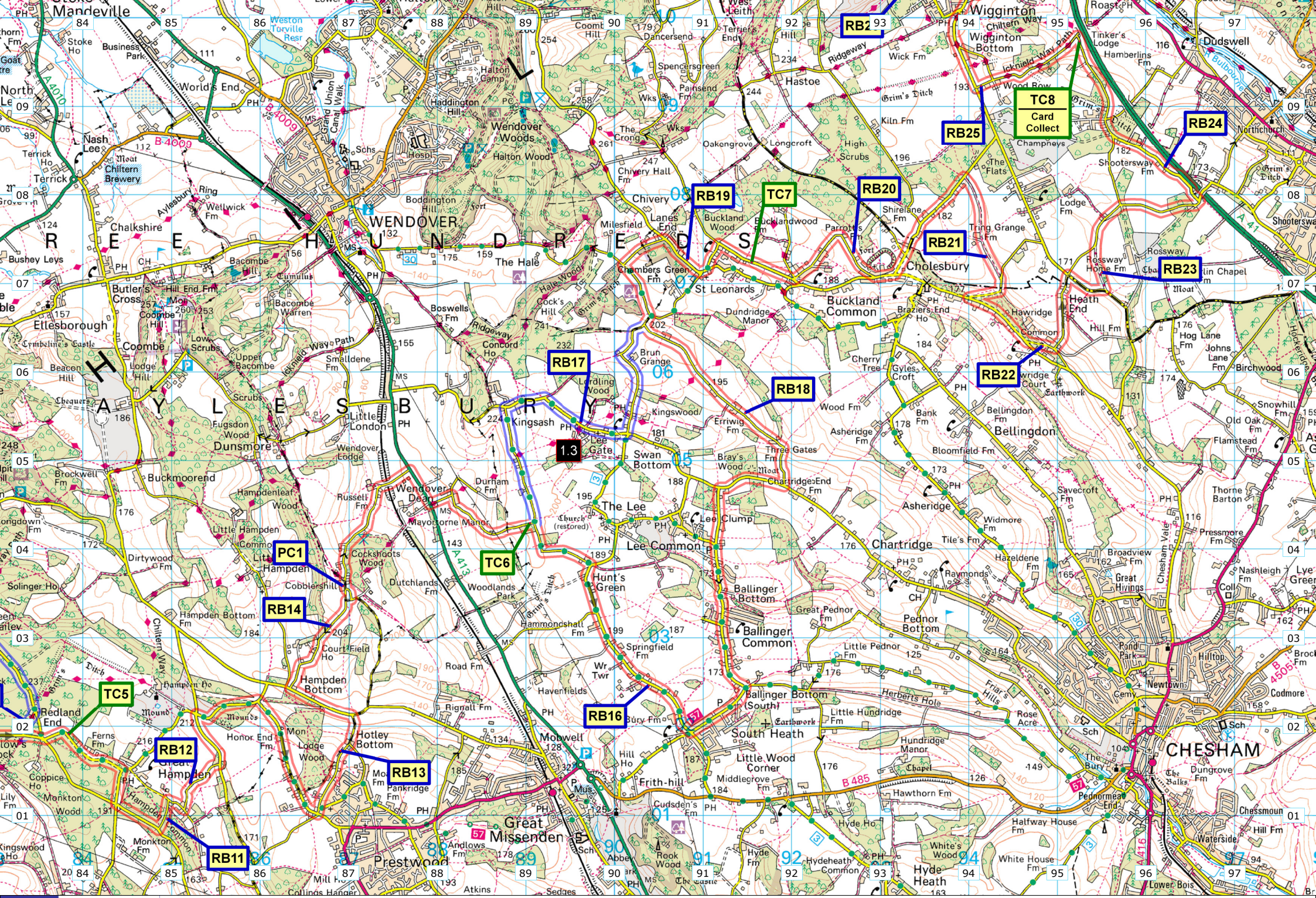
<b>No</b>	<b>Usage</b>	<b>App</b>	<b>Reference</b>	<b>Dep</b>	<b>Comment</b>
34	ALL CARS		663½ 844½	N	CAUTION! RALLY ROUTES CONVERGE.
35	" "	SSE	665½ 850	N	(Speed Cat. 1 - Next Instr. No. 37)
36	SPEED CAT. 2 ONLY	S	637½ 886		CROSS A4130. (Speed Cat. 2 - Next Instr. No. 39)
37	SPEED CAT. 1 ONLY	SE	621½ 888½		JOIN A4074.
38	" " "		622½ 890½	NE	LEAVE A4074/A4130.
39	ALL CARS		640½ 899½	NE	CAUTION! RALLY ROUTES CONVERGE.
40	" "	SE	644 915½	NW	
41	" "	NNE	635 921	WNW	
42	" "	ENE	622 932	NW	
43	" "		609½ 959½		JOIN A329.
44	" "		601½ 984	WNW	LEAVE A329.
45	" "	SSE	616 050½		
46	" "		617 050½	NE	JOIN A40/A418.
47	" "		627 051	E	LEAVE A418
48	" "		630½ 050		<b>FINISH. PLEASE DON'T FORGET TO COMPLETE YOUR DAMAGE DECLARATION FORM.</b>

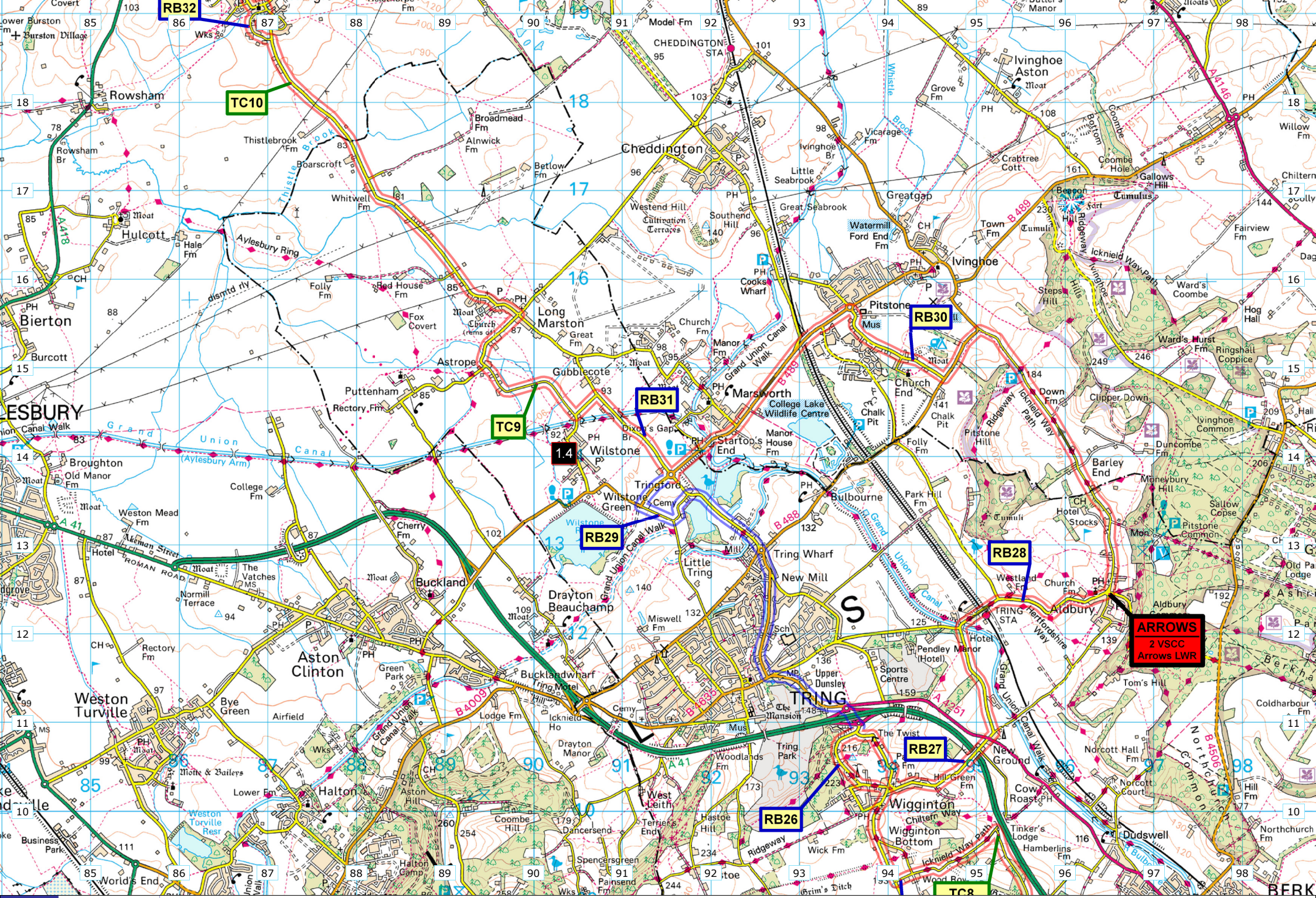
**WELL DONE, WE HOPE YOU ENJOYED THIS YEAR'S MEASHAM. HOT DRINKS AND BREAKFAST ARE AVAILABLE INSIDE THE CLUBHOUSE. RESULTS WILL BE ANNOUNCED AS SOON AS POSSIBLE AFTER THE LAST MAXIMUM LATENESS TIME OF THE LAST CAR, OR WHEN ALL CARS HAVE FINISHED, WHICHEVER IS THE SOONER. THANK YOU FOR TAKING PART, AND PLEASE CONTINUE TO SUPPORT THE MEASHAM RALLY IN FUTURE YEARS.**











**ARROWS**  
2 VSCC  
Arrows LWR

