



# What to expect on an endurance road rally

A handy guide for navigators



## What is endurance road rallying?

Endurance road rallying is an exciting, friendly and low cost form of rallying for unmodified 1,400cc petrol or turbo diesel cars or 2,000cc diesel cars with certain safety features added (such as a roll cage, a sump guard and full harness seat belts). It combines off-road special tests (called selectifs) with a road rally route, making it the perfect next step up from 12-car rallies.

Rallies are designed to test both the driver's car control and the navigator's ability to follow a set route and keep to a time schedule as accurately as possible.

Selectifs are always on private land. The surface could include forest tracks, airfield runways, farm tracks or military training areas. The crew must complete a prescribed route and carry out certain manoeuvres in the shortest possible time. These selectifs can be anything from just a few hundred yards to 20 miles long!

The road rally section usually takes place at night, mainly on public roads. It uses straightforward navigation where the object is to maintain the correct time schedule, while following the right route.

After a day of selectifs linked by non competitive road sections, there is usually a dinner halt before the night section begins. The night section, often a mix of road rallying and selectifs, is likely to have finished by around 11pm, although some go on until 1 or 2am. In total, rallies are usually around 300 miles long.

## On a **selectif**, the navigator has to:

- Ensure the driver takes the correct route.
- Write down the codeboards correctly at route checks and obtain signatures at manned passage controls.
- Make sure that the marshal writes the correct time on the timecard at the start and finish of the selectif.

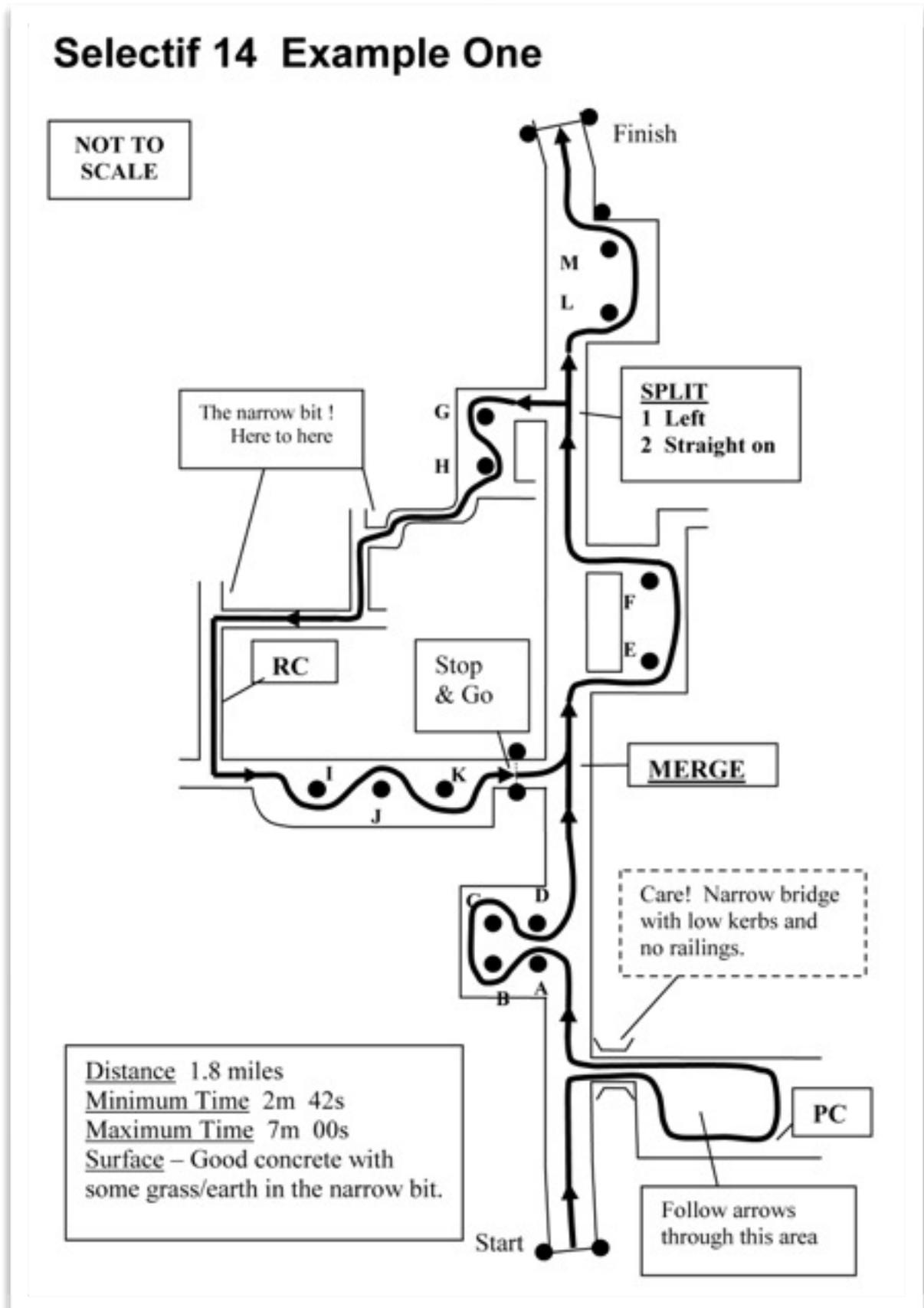
On **road sections between selectifs**, the navigator has to follow the designated route. This will usually be defined either by a tulip road book or by a pre-drawn route on a map.

## On the **road rally route**, the navigator has to:

- Plot the route onto an Ordnance Survey map.
- Or the event might use a tulip road book to depict the route (maybe in jogularity format).
- Follow the route, as defined using either of the above methods.
- Keep as close as possible to the scheduled time.
- Ensure that marshals write the correct times on the timecard.
- Note all codeboards on the timecard and ensure that all signatures are obtained.

## Selectifs

The correct route on a selectif can be defined in a number of ways, sometimes using tulip diagrams, but also as follows:



## Jogularity

The next page shows a sample of a tulip road book in jogularity style. Jogularity is just a simple form of regularity. Don't be frightened by these sections, they're not as terrifying as they are made out to be. In fact, they are ridiculously simple.

The first column shows the number of the tulip.

The second column shows the distance between each tulip.

The third column shows the cumulative total distance.

The fourth column is the tulip itself – an overhead view of the junction or feature at the point of interest.

The fifth column is the average speed you are supposed to be achieving after this tulip.

The sixth column contains an explanatory note about the tulip.

Up until this point, what you have is a normal tulip road book. The jogularity format then includes a time element into it.

Thus the seventh column shows the time that you should be taking between each tulip (using the indicated distance in column 2 and the speed instructed in column 5).

The eighth and last column shows the cumulative time taken from the start of the section.

An Intermediate Time Control (ITC) will be at one of the tulips (although you won't know which one). You have to be at every tulip at the appointed time, so that when you come to a control, you are on time. If you are not on time, you will be penalised.

Say the first ITC is at tulip 8. You will see that you are due there 5 mins 24 secs after you started. If you arrive at 5 mins 31 secs, you are 7 secs late. As the timing is calculated between controls, you should arrive at all subsequent tulips 7 secs later than noted in column eight.

That is the basic principle – not too tough.

## Sample of a jogularity tulip road book:

	Inter	Total	Tulip	MPH	Notes	Inter mm ss	Total mm ss
1	0.00	0.00		28	RS 1 Zero trip and start stopwatch	00:00	00:00
2	0.42	0.42		28		00:54	00:54
3	0.07	0.49		28	Barn on left	00:09	01:03
4	0.62	1.11		28	Ignore farm drive	01:20	02:23
5	0.64	1.75		28		01:22	03:45
6	0.10	1.85		28	Salt Bin	00:13	03:58
7	0.28	2.13		20		00:36	04:34
8	0.28	2.41		20		00:50	05:24
9	0.03	2.44		20	Giveaway at crossroads	00:05	05:29
10	0.17	2.61		20		00:31	06:00
11	0.07	2.68		20	House	00:13	06:13
12	0.06	2.74		25		00:11	06:24
13	0.23	2.97		25	Footpath on right	00:33	06:57

## The night section

The following example is a section from a route card for an event.

### (Sample) night section route card:

NAM (Not As Map)

LWRNAM▲ (Long Way Round Not As Map triangle) – there will inevitably be a codeboard (RC) here.

Place	App	Map Ref	Dep	Notes
RS 2		NE	443½ 187½ SW 447¾ 174¼	30mph through Newcastle.
Via		E	431 169 S	
RC A		N	432½ 164 442½ 156½	<b>Quiet</b> for 400m Giveaway
		W	453¼ 161¾	
RC B		NNW	461 153½ SSE	LWRNAM▲
RC C		NNW	461¼ 152¼ SW	LWRNAM▲
		N	455¾ 145½ SSW	Giveaway
RC D		E	443 131 WNW	LWRNAM▲
RC E		S	432¾ 137¼ 432¾ 138	CARE!! Three hairpins - NAM Giveaway
		SE	430½ 143 WSW	
		NNE	423 137½	<b>Quiet</b> for 400m
RC F		E	411¾ 131½ W	LWRNAM▲
RC G		SE	408½ 137¼	
RC H		N	404½ 122½ S	LWRNAM▲
		NNW	408¼ 103 WSW	Giveaway
		SE	386 104½ SW	Giveaway

This must then be plotted onto Ordnance Survey 1:50000 map 161. If you do not have one, please email Championship Co-ordinator Dick Appleton ([dickappleton@endurance-rallying.co.uk](mailto:dickappleton@endurance-rallying.co.uk)) who will send extracts, one plain and one marked with the answer.

## Other tips that you may need on any road rally

- Know the event and championship regulations. Know what you can and can't do, and the penalty (if any) for doing it.
- Keep all your paperwork in order and accessible. Have your 'office' tidy and organised.
- Keep your driver focused.
- Keep calm.
- Ensure you know when the next fuel stop is – and have enough in the car to get there!
- Ensure that you, your driver and the car are ready, at the appropriate time, at wherever you are supposed to be.
- Keep a note of your times and penalties.
- Make sure that no other times and penalties are applied on any results (interim or final).
- Applaud all award winners at the presentation.
- Thank the rally organisers for a great event – even if it wasn't for you.
- Most of all – **have fun!**

For further information see [www.endurance-rallying.co.uk](http://www.endurance-rallying.co.uk)



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