

February 2010 Desktop

By Dave Johnson

Here are the results of the last Desktop.
Have a look at the description below as an explanation of why and what happened.

Penalty points for desktops

Below are the penalty points to be applied when marking desktops. Each reference point has been treated as a Passage control we would find on a normal event-

Missing a reference point	35 points
WD into a reference point	25 points
WD out of a reference point	25 points
WD into and out of a reference point	35 points max
Visiting a reference point more than the correct number of times	25 points
Maximum points for rally	400 points.

Pam Watson	75 points
Geoff Watson	135 points
Bob Morey	160 points
Carol Both	195 points
Gerry Both	220 points
Alan Watson	225 points
Lui McLennan	400 points
Henry Stratton	400 points (maximum points allocated)

Description of the event and interpretation of the instructions.

The course started up at Commodore Heights in Ku-ring-gai Chase National Park. To get into the first via and Ref A you needed to use the track cutting across from abt. GR3383 2750 to GR 3359 2738 which was visually shorter than the minor road. Using the track brought you into A from the NNW.

You had to turn west as you approached State Route (SR) 3 as you have only crossed 1 Res boundary shortly after leaving A. Then using the minor road thru the base of the Y of Terrey Hills and then the track to the south that curves around to meet SR 3 which you can now use as you have 2 more Res bdy crossings under your belt. Turn left (gen NE) onto SR 3 and into B from WSW and TR (SSE) towards Belrose and using the track and minor road across the bridge to the Via then Left (gen N) up SR 3 and around into B from NNE and straight thru to the via near Turramurra and cross the RW between Gordon and Pymble RS.

Now to plot the next leg we had to avoid bridges over water and so we have to head up towards Parramatta. Originally we had you going thru F, but when many didn't go thru F we checked it out again and realized that the N/S road between the "A" and

the "R" of PARRAMATTA didn't have a bridge on it even though it crossed water, it was therefore a legitimate use.

To get to this area there were 2 ways, both collecting 1 SR marker, one going up near Thornleigh and into D and the other –SHORTER --- down through Ryde and E. So via E was the correct route.

As you now had to get down to the RJ at abt GR 3153 2551 then both ways appear similar in length (via F and Via rd between A/R) so there is no penalty for getting or not getting F.

You will note that the E/W road on the top of the R of Parramatta cuts the RW from Dundas to Rosehill. The instructions identified that thoroughfares broken by words or symbols were considered continuous, but as it is hard (but possible) to consider a RW a thoroughfare then it might be arguable to consider it continuous and therefore to remove any ambiguity I inserted "at least "before 8 required crossings of a RW instead of saying "9".

Then down past Villawood RS and across to Yagoona to pick up a second SR marker and H.

Then south past the P of Punchbowl and TR (West) thru J, then TL (SE) above the "b" of brickworks into K (M2).

Leave M2 to the west and then south thru "h" of chimney. Questionable if you were "within" 1km of a RS here. TR after the chimney and left just before the RW and TR across RW before Ingleburn but getting the 3 RSs. Under the Dual C'way thru "m" of Denham Court to M.

Down the main drag to N (1st DM) and then NNW to get 1st locality at Cobbitty, thru "n" of Camden Aerodrome to come into O from WNW. Exit to NE and then S thru "g" of Macarthur Bridge to pick up a 2nd DM then TR and generally straight west to 2nd locality of Mt Hunter. Generally SE to Cawdor (P) and then S past Mt Prudhoe to Remembrance Drive then TR and straight into Y (remember we declared it a XR and picking up the last DM. Then TR to the Via .

Continue straight on basically keeping left until you come to the RW just north of Thirlemere, then S keeping beside the RW all the way to Colo Vale. You have then kept within 1 km of an abandoned RW for at least 2 kms. (closer to 20 kms.) but that might have encouraged you to deviate as someone actually did. The words were "at least" . Now you have only passed 1 "aband" RS and if you plot to the next Via there are only an "abandoned" RS at Yanderra. So you have to leave Colo Vale to the SE to go around the Aylmerton block to get another aband RS. You crossed the Dual C'way so you can now cross an 'active' RW.

Then head north up to SR 89 and up to Yanderra, crossing a 500m contour somewhere along the way and then using the road mapped as unsealed into W from the S or SSW because it is shorter than around on the principal road nearer the RW. Then straight up SR 89 into the via and then Y leaving along the Maldon Road.

There are only 3 "aband" RS around. Maldon, North Menagle and Camden Park. Easy to pass the last 2 on the left but Maldon might have seemed incorrect as you would need to go close to a landing ground, which we banned at the start of the

Section, but now cleared as we have crossed the 500m contour. So around the block at Maldon – anticlockwise – getting V from the SE and TR to get the other two "aband" RSs.

Some people plotted R incorrectly at the northerly RJ and not the one with the DM and unfortunately received 2 WDs. No tricks just straight into Kentlyn. A couple of people didn't record Q nor did they record an entry direction.

There are some examples in the entries submitted that indicate a bit of lack of attention to detail and a more disciplined approach to filling in the computerized form would improve some scores. A couple of directions completely omitted and at least one reference point 50kms of course. 2 people didn't record the finish point Q.

I would like to comment on compass points as we gave a lot of tolerance in the stated directions.

There is 22 ½ degrees between each of the compass points that we normally use and there is a tendency when a road is nearly at one of the cardinal points (N S E W) but obviously not straight up and down or whatever to call it by its next adjoining point. A direction that is say 5 deg south of East will get called ESE when it is really closer to E than ESE but we tend to use the other in these cases only because that is the obvious direction we can identify.

Jeff West uses a simple compass rose on clear plastic that he can readily place over the map and uses the correct direction every time. It is an excellent idea and one that I can commend to you after looking at some of the interpretations submitted in this desktop. Ted Norman at Click Print gave these out to club members several years ago. Ted will be bringing some more along to the next CRC meeting.

Another point that I would like to make is about people who set our rallies. If during the running of the event or in marking/scoring you become aware that your previous "correct" route is wrong, then fix it so competitors are not disadvantaged.

Nothing destroys the competitors faith in a director of an event (desktop or real on the road) when a mistake occurs or exists and it doesn't get fixed. Please have the strength to rectify an anomaly even though you might have spent months on the section involved and it now needs neutralizing. I know that is why we have Stewards (except in AASA event) but when did we really have our last protest ?

I hope that these notes might help your future navigation.

Dave.