



# Navigator Companion

AUTOSPORT, DECEMBER 4, 1953



*"... poor overworked  
navigator-timekeeper..."*

This compendium is an endeavour which seeks to provide some perception and guidance for those in the passenger seat for the Shamrock Challenge. For many of you there will be nothing new herein but no matter how experienced you are, it is always comforting to have some idea of what lies ahead.

Route finding will be relatively straightforward (no “herringbones” map traces or suchlike). Information regarding regularities will be issued at the first control each day to give you an opportunity to undertake perfunctory preparation in advance if such might be required.

Timing will be “built-in” on Jogularities (See Page 7) - otherwise courtesy of a Cumulative Average Speed Table for each regularity. Those intimidated by the prospect of coping with a set of speed tables can relax.

**Don't be shy about asking for help.**

*When perusing event paperwork  
position yourself near somebody  
competent.*

**Advice for drivers is easier  
- just do as you are bidden**

## Route Instructions for Link sections

Instructions like this will facilitate your getting from one important bit to the next.

The distances are in miles with km in brackets.

GPS co-ordinates have been supplied for Test starts and Refreshment opportunities just in case you suffer catastrophic disorientation.

The times (*Car 0* + your Start No. for the day) for controls must be adhered to. For most other regularities and tests, it would be helpful if you could comply with the suggested time allowance between challenges. For SELF START regularities you should try hard to adhere to the specified time. If you are delayed for whatever reason start 30 s between two punctual competitors. For MANNED STARTS and TESTS you will be managed. Whatever you do, don't let over-enthusiasm get the better of you trying to make up time. As long as you appear within 30 mins of the scheduled arrival of the last car, you will be accommodated.



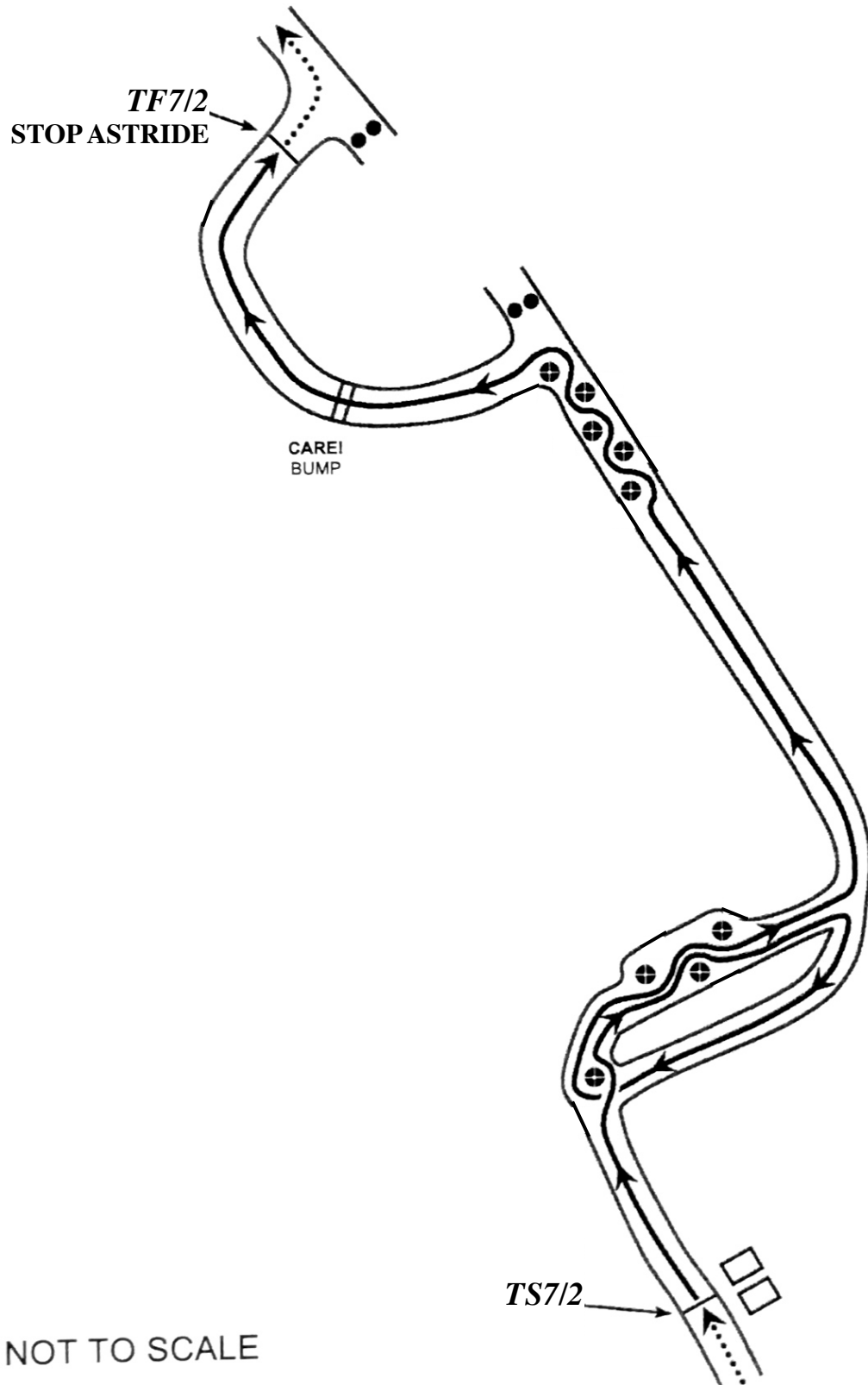
### Shamrock Vintage Challenge







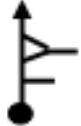



Day 3 - Tuesday 22nd May

	Cum Dist	Int Dist			Car 0
1	0 (0)	0 (0)		<i>Lyrath Hotel Main Entrance (MTC3/1)</i>	0900
2	0.4 (0.6)	0.4 (0.6)			
3	1.1 (1.7)	0.7 (1.1)		Old Dublin Rd Roundabout Towards Waterford	
4	1.6 (2.6)	0.5 (0.9)		Bennettsbridge Rd Roundabout Towards Waterford	
5	2 (3.2)	0.4 (0.6)		Bohamatounish Rd Roundabout Towards Waterford	
6	2.6 (4.2)	0.6 (1)		Waterford Rd Roundabout Towards Clonmel	
7	2.9 (4.7)	0.3 (0.5)		Kells Road Roundabout Onto R697 Towards Kells	
8	9.9 (15.9)	7 (11.2)			
9	10.1 (16.3)	0.2 (0.4)		KELLS Stay on R697	
10	12.8 (20.6)	2.7 (4.3)		Leave R697 onto L1028 Towards Callan White wall with black capping on right before junction	
11	13.7 (22)	0.9 (1.4)		Towards Mullinahone	
12	14.3 (23)	0.6 (1)		<i>Entrance to Ballaghtobin Country House</i> 52.5074 -7.3404	0930
13				<b>TEST 3/1 Ballaghtobin</b>	
14	0 (0)	0 (0)		<i>Exit from Ballaghtobin (TF3/1)</i>	0940
15	0.1 (0.1)	0.1 (0.1)		<b>Regularity Start 3/1 MANNED START</b>	0945
16				<b>REGULARITY 3/1</b> <b>Tullaghought</b>	

## *Test Instructions*

While you will be supplied with instructions/diagrams (not dissimilar to those below), for the majority of the tests, judicious deployment of arrows, tape etc. on the ground should allow you to follow the intended route without too much difficulty. There may be devices such as “Code Boards” and “STOP lines” deployed to moderate speeds if warranted.



<i>Test 5/1</i>		Please exercise a degree of caution when doing the test. We would prefer not to have to reassemble you, your car and/or the scenery before we leave.		
		Int metres/ "yards"		Cum miles
1		0	START Just before entrance on right	0.00
2		10		0.01
3		100	Enter yard and turn around	0.07
4		70	Exit yard	0.11
5		100	Start just ahead of you	0.17
6		50		0.21
7		50	House on your right	0.24
8		120	Through white gates	0.31
9		260	"RAMP"/speed bump <b>CODE BOARD</b> Please note two-letter code and relay it to the finish marshal	0.47
10		800	FINISH Gate lodge ahead <i>Stop astride</i>	0.97



## ***Regularity Instructions***

These will be presented in an assortment of formats, most of which are described below and exemplified on the following pages.

### ***Jogularity (Tulip)***

Route defined by Tulip diagrams. Ideal times at which to arrive at the junctions are given, and also at landmarks between the junctions. The speeds at which these times are derived are also given. Intermediate and finish time checks will be at a junction/landmark.

A possible variation on the above will have just the times - not the speeds.

### ***Jogularity (Narrative)***

As above but with written directions; e.g. “crossroads left”, “leave a track on your right”, etc. are used instead of  .

A discombobulation ploy sometimes used in these is to have many directions/landmarks in quick succession. Not all the information you are given is vital. Beware.

### ***Tulip Diagrams***

Route defined by Tulip diagrams. A “cumulative average speed table”, reflecting the speed changes required, will be supplied. The speeds may or may not be quoted. A variation might be one in which stylised Tulip diagrams are used. Some might describe this timing mechanism as a benularity.

### ***Deeliarity***









A pot-pourri presentation with Tulip diagrams and narrative instructions. Don’t leave the road you’re on, unless directed otherwise. Distances will not necessarily be given at every instruction. It is designed to be difficult to plot on a map. There will again be a “cumulative average speed table”.

### ***Map***

A 1:50000 ordnance survey map extract with the route marked thereon. Note that the extract will be sized to fit an A4 page so may no longer be 1:50000. For estimating distances it would be circumspect to rely on the grid squares being 1 km x 1 km. Again a “cumulative average speed table” will be supplied, with or without speeds quoted.

Variations may involve plotting the route, according to specified approach and departure directions, between points marked on the map. The shortest route is always required. Also “the points” might be bridges or other named locations. “Points” may also have to be avoided rather than passed through. Gridlines may also feature in defining the route.

*Jogularity (Tulip)*

	Cum Dist	Int Dist		Elapsed Time	RS3/1 Clonmel MANNED START	Speed mph	Car 0
6	0 (0)	0 (0)		00:00:00	"Welcome to Co Waterford" sign on left just after Applegreen S/S on right <b>ZERO TRIP</b>	28	0940
7	0.24 (0.38)	0.24 (0.38)		00:00:30	Keep on main road on this occasion and throughout regularity		
8	0.53 (0.86)	0.29 (0.48)		00:01:09	Entrance with log fence on left		
9	0.98 (1.58)	0.45 (0.72)		00:02:06			
10	1.16 (1.86)	0.18 (0.28)		00:02:29	House entrance preceded by griselinia hedge on left		
11	1.8 (2.9)	0.64 (1.04)		00:03:52	Rusty gate on right		
12	2.31 (3.72)	0.51 (0.82)		00:04:57	Just before white house		
13	2.56 (4.12)	0.25 (0.4)		00:05:29	Double galvanised gate on right - may be open		
14	2.78 (4.47)	0.22 (0.35)		00:05:57	Satellite Dish on left		
15	3.14 (5.06)	0.36 (0.59)		00:06:44	Keep on main road and over bridge		
16	3.35 (5.39)	0.21 (0.33)		00:07:11	"Welcome to Co Tipperary" sign		
17	3.59 (5.77)	0.24 (0.38)		00:07:41			
18	4.15 (6.68)	0.56 (0.91)		00:08:54	White entrance amidst a few non-white on left		
19	4.44 (7.14)	0.29 (0.46)		00:09:30	Green vertically corrugated gate into farmyard on left		
20	4.8 (7.72)	0.36 (0.58)		00:10:17	"No overtaking" sign		
21	5 (8.04)	0.2 (0.32)		00:10:42		24	
22	5.33 (8.58)	0.33 (0.54)		00:11:31	Entrance after wooden fence on left		
23	5.51 (8.87)	0.18 (0.29)		00:11:57	"SAP" sign on left		
24	5.72 (9.2)	0.21 (0.33)		00:12:26			
25	6 (9.65)	0.28 (0.45)		00:13:06	Green vertically corrugated gates (may be open) after bungalow and concrete block wall - all on right		
26	6.33 (10.19)	0.33 (0.54)		00:13:55	Beige entrance with brown trim on left		
27	6.59 (10.61)	0.26 (0.42)		00:14:32	Double galvanised gates on right		
28	6.87 (11.05)	0.28 (0.44)		00:15:12	<i>Ardfinnan</i> sign		
29	7.08 (11.39)	0.21 (0.34)		00:15:42	Formerly CAMPUS S/S on left <b>End of Regularity</b>		1000

*Jogularity (Narrative)*

	Cum Dist	Int Dist	Elapsed Time	RS3/1 Clonmel MANNED START	Speed mph	Car 0
6	0 (0)	0 (0)	00:00:00	"Welcome to Co Waterford" sign on left just after Applegreen S/S on right <b>ZERO TRIP</b>	28	0940
7	0.24 (0.38)	0.24 (0.38)	00:00:30	Keep on main road leaving road on your left		
8	0.53 (0.86)	0.29 (0.48)	00:01:09	Entrance with log fence on left		
9	0.98 (1.58)	0.45 (0.72)	00:02:06	Leave track on your left		
10	1.16 (1.86)	0.18 (0.28)	00:02:29	House entrance preceded by griselinia hedge on left		
11	1.8 (2.9)	0.64 (1.04)	00:03:52	Rusty gate on right		
12	2.31 (3.72)	0.51 (0.82)	00:04:57	<b>TURN LEFT</b> just before white house		
13	2.56 (4.12)	0.25 (0.4)	00:05:29	Double galvanised gate on right - may be open		
14	2.78 (4.47)	0.22 (0.35)	00:05:57	<b>TURN RIGHT</b> at crossroads		
15	3.14 (5.06)	0.36 (0.59)	00:06:44	<b>FORK RIGHT</b> and over bridge		
16	3.35 (5.39)	0.21 (0.33)	00:07:11	"Welcome to Co Tipperary" sign		
17	3.59 (5.77)	0.24 (0.38)	00:07:41	Satellite Dish on left		
18	4.15 (6.68)	0.56 (0.91)	00:08:54	White entrance amidst a few non-white on left		
19	4.44 (7.14)	0.29 (0.46)	00:09:30	Green vertically corrugated gate into farmyard on left		
20	4.8 (7.72)	0.36 (0.58)	00:10:17	"No overtaking" sign		
21	5 (8.04)	0.2 (0.32)	00:10:42	<b>TURN LEFT</b>	24	
22	5.33 (8.58)	0.33 (0.54)	00:11:31	Entrance after wooden fence on left		
23	5.51 (8.87)	0.18 (0.29)	00:11:57	"SAP" sign on left		
24	5.72 (9.2)	0.21 (0.33)	00:12:26	<b>TURN RIGHT</b> at T - junction		
25	6 (9.65)	0.28 (0.45)	00:13:06	Green vertically corrugated gates (may be open) after bungalow and concrete block wall -		
26	6.33 (10.19)	0.33 (0.54)	00:13:55	Beige entrance with brown trim on left		
27	6.59 (10.61)	0.26 (0.42)	00:14:32	Double galvanised gates on right		
28	6.87 (11.05)	0.28 (0.44)	00:15:12	<i>Ardfinnan</i> sign		
29	7.08 (11.39)	0.21 (0.34)	00:15:42	Formerly CAMPUS S/S on left <b>End of Regularity</b>		1000





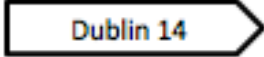
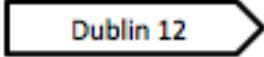
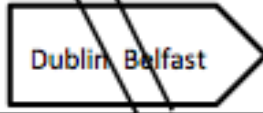






*Tulip Diagrams*

	Cum Dist	Int Dist		RS7/6 Cloudeuckooland SELF START	Speed mph	Car 0
1	0 (0)	0 (0)		"No litter please" sign on wooden fence on left <b>ZERO TRIP</b>	28	1645
2	0.35 (0.56)	0.35 (0.56)		Towards Galway	28 0.00 00:00	28 6.80 14:34
					0.20 00:26	7.00 15:00
					0.40 00:51	7.20 15:26
3	0.82 (1.32)	0.47 (0.76)			0.60 01:17	7.40 15:51
					0.80 01:43	7.60 16:17
					1.00 02:09	7.80 16:43
4	1.92 (3.09)	1.1 (1.77)			1.20 02:34	8.00 17:09
					1.40 03:00	8.20 17:34
					1.60 03:26	26 8.40 18:00
5	2.76 (4.44)	0.84 (1.35)			1.80 03:51	8.60 18:27
					2.00 04:17	8.80 18:54
					2.20 04:43	9.00 19:22
6	3.15 (5.07)	0.39 (0.63)			2.40 05:09	9.20 19:50
					2.60 05:34	9.40 20:17
					2.80 06:00	9.60 20:45
7	3.56 (5.73)	0.41 (0.66)			3.00 06:26	9.80 21:13
					3.20 06:51	10.00 21:40
					3.40 07:17	10.20 22:08
8	4.21 (6.78)	0.65 (1.05)			3.60 07:43	10.40 22:36
					3.80 08:09	10.60 23:04
					4.00 08:34	10.80 23:31
9	4.87 (7.84)	0.66 (1.06)		Towards Sligo	4.20 09:00	11.00 23:59
					4.40 09:26	11.20 24:27
					4.60 09:51	11.40 24:54
10	6.1 (9.82)	1.23 (1.98)			4.80 10:17	11.60 25:22
					5.00 10:43	11.80 25:50
					5.20 11:09	12.00 26:17
11	6.98 (11.23)	0.88 (1.41)			5.40 11:34	12.20 26:45
					5.60 12:00	12.40 27:13
					5.80 12:26	12.60 27:40
12	7.45 (11.99)	0.47 (0.76)			6.00 12:51	12.80 28:08
					6.2 13:17	13.00 28:36
					6.4 13:43	13.20 29:04
13	8.53 (13.73)	1.08 (1.74)			6.6 14:09	13.40 29:34
14	8.77 (14.11)	0.24 (0.38)		Towards Limerick	26	
15	9.54 (15.35)	0.77 (1.24)				
16	10.16 (16.35)	0.62 (1)				
17	10.41 (16.75)	0.25 (0.4)		End of Regularity		1715

*"Stylised" Tulip Diagrams*

	Cum Dist	Int Dist		RS7/6 Cloudeuckooland SELF START	Speed mph	Car 0
1	0 (0)	0 (0)		"No litter please" sign on wooden fence on left <b>ZERO TRIP</b>	28	1645
2	0.35 (0.56)	0.35 (0.56)		Towards Galway	28 0.00 00:00	28 6.80 14:34
					0.20 00:26	7.00 15:00
3	0.82 (1.32)	0.47 (0.76)			0.40 00:51	7.20 15:26
					0.60 01:17	7.40 15:51
					0.80 01:43	7.60 16:17
4	1.92 (3.09)	1.1 (1.77)			1.00 02:09	7.80 16:43
					1.20 02:34	8.00 17:09
					1.40 03:00	8.20 17:34
5	2.76 (4.44)	0.84 (1.35)			1.60 03:26	26 8.40 18:00
					1.80 03:51	8.60 18:27
					2.00 04:17	8.80 18:54
6	3.15 (5.07)	0.39 (0.63)			2.20 04:43	9.00 19:22
					2.40 05:09	9.20 19:50
					2.60 05:34	9.40 20:17
7	3.56 (5.73)	0.41 (0.66)			2.80 06:00	9.60 20:45
					3.00 06:26	9.80 21:13
					3.20 06:51	10.00 21:40
8	4.21 (6.78)	0.65 (1.05)			3.40 07:17	10.20 22:08
					3.60 07:43	10.40 22:36
					3.80 08:09	10.60 23:04
9	4.87 (7.84)	0.66 (1.06)		Towards Sligo	4.00 08:34	10.80 23:31
					4.20 09:00	11.00 23:59
					4.40 09:26	11.20 24:27
10	6.1 (9.82)	1.23 (1.98)			4.60 09:51	11.40 24:54
					4.80 10:17	11.60 25:22
					5.00 10:43	11.80 25:50
11	6.98 (11.23)	0.88 (1.41)			5.20 11:09	12.00 26:17
					5.40 11:34	12.20 26:45
					5.60 12:00	12.40 27:13
12	7.45 (11.99)	0.47 (0.76)			5.80 12:26	12.60 27:40
					6.00 12:51	12.80 28:08
					6.2 13:17	13.00 28:36
13	8.53 (13.73)	1.08 (1.74)			6.4 13:43	13.20 29:04
					6.6 14:09	13.40 29:34
14	8.77 (14.11)	0.24 (0.38)		Towards Limerick	26	
15	9.54 (15.35)	0.77 (1.24)				
16	10.16 (16.35)	0.62 (1)				
17	10.41 (16.75)	0.25 (0.4)		End of Regularity		1715

## Deeliarity

	Cum Dist	Int Dist		Elapsed Time	RS 7/9 Neverneverland SELF START	Speed mph	Car 0
1	0 (0)	0 (0)			At end of wall on left after bend ZERO TRIP	27	1740
2	0.2 (0.32)	0.2 (0.32)					
3							
4					Turn right 16 km from Belfast	24	
5	2.81 (4.52)	0.74 (1.19)			Gabbett's Gardens on left		
6							
7	3.64 (5.86)						
8					Keep right 17 km from Ard Mhór	26	
9	5.89 (9.48)	1.79 (2.88)			Take next left after this cul-de-sac		
10	7.32 (11.78)	1.43 (2.3)			Crossroads right soon after water pump on left		
11							
12	8.04 (12.94)				Red hall door on right		
13	8.89 (14.31)	0.85 (1.37)			 Straight across		
14							
15	9.36 (15.06)	0.03 (0.04)			End of Regularity		1805

*Deeliarity*

27	0.00	00:00		3.40	07:55		6.80	15:54
	0.20	00:27		3.60	08:25		7.00	16:22
	0.40	00:53		3.80	08:55		7.20	16:49
	0.60	01:20		4.00	09:25		7.40	17:17
	0.80	01:47	26	4.20	09:54		7.60	17:45
	1.00	02:13		4.40	10:22		7.80	18:12
	1.20	02:40		4.60	10:49		8.00	18:40
	1.40	03:07		4.80	11:17		8.20	19:08
	1.60	03:33		5.00	11:45		8.40	19:36
	1.80	04:00		5.20	12:12		8.60	20:03
24	2.00	04:27		5.40	12:40		8.80	20:31
	2.20	04:55		5.60	13:08		9.00	20:59
	2.40	05:25		5.80	13:36		9.20	21:26
	2.60	05:55		6.00	14:03		9.40	21:54
	2.80	06:25		6.20	14:31		9.60	22:22
	3.00	06:55		6.40	14:59			
	3.20	07:25		6.60	15:26			



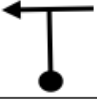

*Things to watch out for in non-map instructions.*

Before you begin a regularity, always check overleaf from the first page to see if there is a instruction 0.02 away from the one at the bottom of the previous page. If you have not spotted it in advance you may drive past it. Some organisers do this on purpose!

Short interval sequences and single short distances are also worth looking out for, so you can try to picture what they might look like before you get there. Can you visualise how these might manifest themselves “on the road”?

2.72	0.19	Corrugated gates on L
2.85	0.13	Junction <b>TURN R</b>
2.87	0.02	Tee junction Yield <b>TURN L</b>
2.88	0.01	Tee junction Yield <b>TURN R</b>
2.90	0.02	Junction on L
3.05	0.15	Water Pump on R

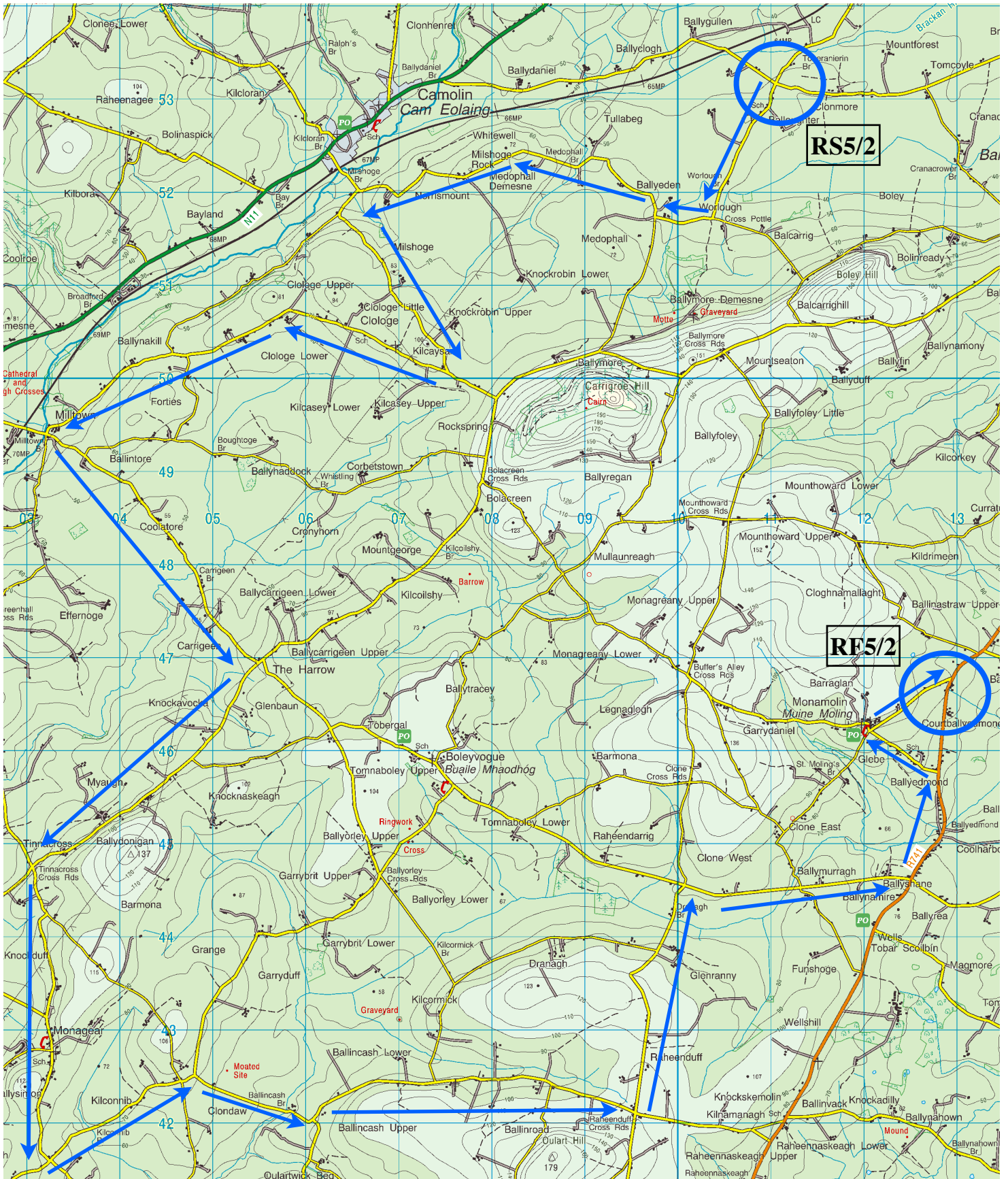
Possibilities on Page 14

4.50	0.4	
4.72	0.22	
4.75	0.03	
4.98	0.23	



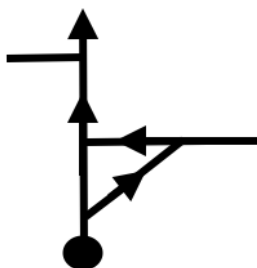
### Marked Map

Go from RS5/2 to RF5/2 using the route suggested at the speeds indicated in the table overleaf.



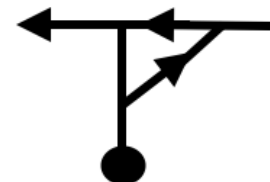
28	0.00	00:00		3.60	08:09		7.20	16:46
	0.20	00:26		3.80	08:36		7.40	17:12
	0.40	00:51		4.00	09:04		7.60	17:38
	0.60	01:17		4.20	09:32		7.80	18:04
	0.80	01:43	24	4.40	09:59		8.00	18:29
26	1.00	02:09		4.60	10:29		8.20	18:55
	1.20	02:36		4.80	10:59		8.40	19:21
	1.40	03:04		5.00	11:29		8.60	19:46
	1.60	03:32		5.20	11:59		8.80	20:12
	1.80	03:59		5.40	12:29		9.00	20:38
	2.00	04:27		5.60	12:59		9.20	21:04
	2.20	04:55	28	5.80	13:29		9.40	21:29
	2.40	05:22		6.00	13:59		9.60	21:55
	2.60	05:50		6.20	14:29		9.80	22:21
	2.80	06:18		6.40	14:59		10.00	22:46
	3.00	06:45	28	6.60	15:29		10.20	23:12
	3.20	07:13		6.80	15:55		10.40	23:38
	3.40	07:41		7.00	16:21		10.60	24:04

2.72	0.19	Corrugated gates on L
2.85	0.13	Junction <b>TURN R</b>
2.87	0.02	Tee junction Yield <b>TURN L</b>
2.88	0.01	Tee junction Yield <b>TURN R</b>
2.90	0.02	Junction on L
3.05	0.15	Water Pump on R



Triangles are very often involved in these “tricks”.  
Keep on your toes.

4.50	0.4	
4.72	0.22	
4.75	0.03	
4.98	0.23	

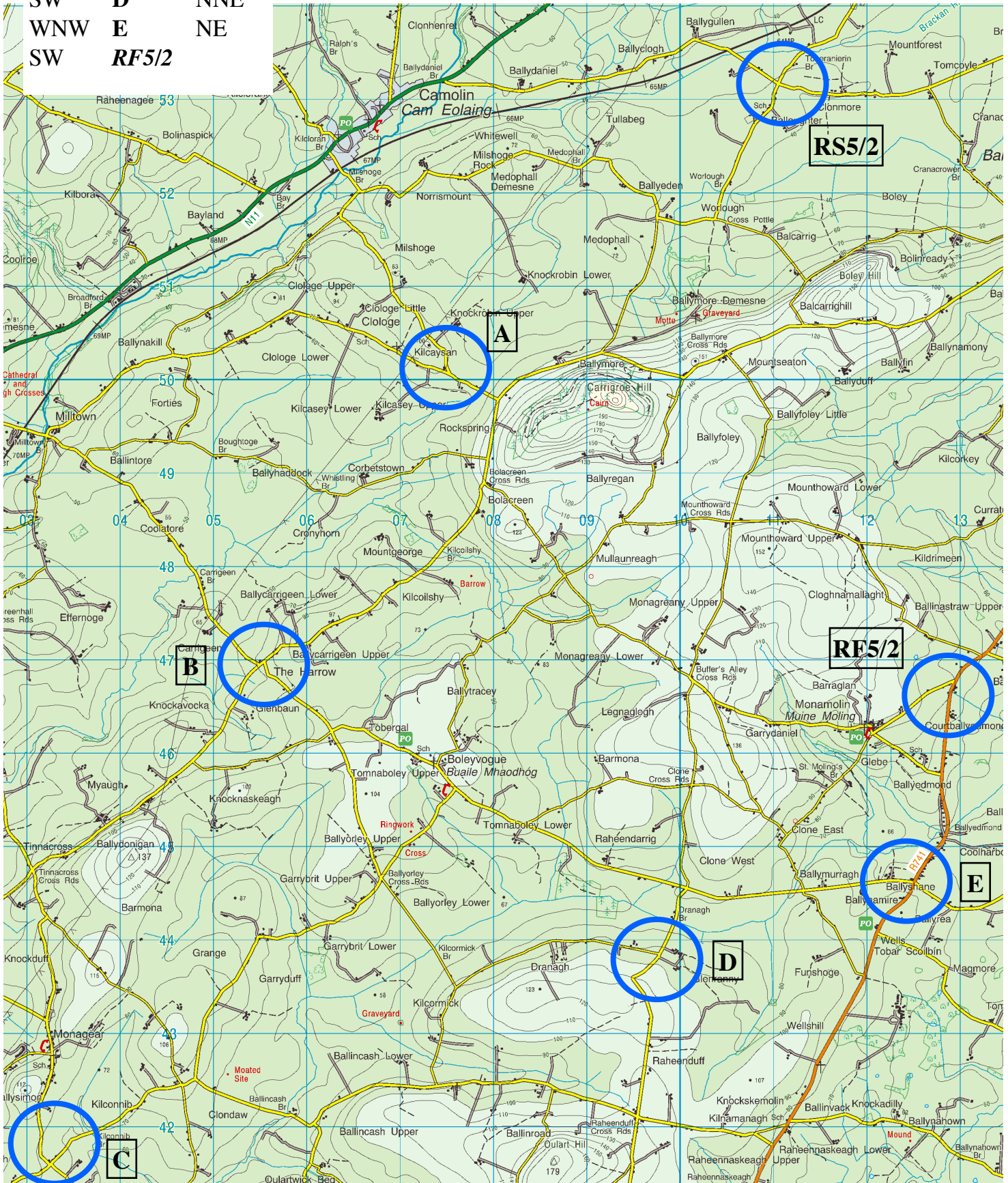




	<b>RS5/2</b>	<b>SSW</b>
<b>NNW</b>	<b>A</b>	<b>WNW</b>
<b>NW</b>	<b>B</b>	<b>SW</b>
<b>NW</b>	<b>C</b>	<b>NE</b>
<b>SW</b>	<b>D</b>	<b>NNE</b>
<b>WNW</b>	<b>E</b>	<b>NE</b>
<b>SW</b>	<b>RF5/2</b>	

Go from RS5/2 to RF5/2 passing through A, B, C, D, E, approaching and departing in the directions specified.

*For this and other map exercises, you may be instructed to use “yellow” roads only. Whatever, you should always use the shortest route.*



**Ballincash Bridge**  
**Raheenduff Crossroads**  
**AVOID Kilnamanagh**  
**Ballyshane**  
**Monamolin**



About half of the regularities are “self-start”. It is up to you to start at the time specified on your time card. If you are late, slot in between two cars and go on 30 seconds. It is less likely but, if two consecutive cars in the queue have scheduled times two or more minutes apart, insert yourself between them and leave on a “whole” minute. Fill in your new departure time on the time card. Ask the marshal at the next check to initial your revised time.

The rest of the starts are “manned”. Arrive before the time specified and the marshal will fill in your time-card which, depending on circumstances may differ from the time you were expecting.

The subsequent timing checks consist of a red clock board on the side of the road in advance of the marshal’s car which will also have a board. He/she pushes the button when you pass the clock board. Stop at the car and present your clipboard to the marshal who will write in the time AND transfer the time from his/her clock to your chip. You will be apprised of the ideal time so that you can adjust appropriately, if necessary, for the next element. Just add/subtract the discrepancy from the subsequent ideal times. You will also be advised as to how far into the regularity you are.

There will be, at least, two time checks on each regularity.

Checks must be, at least, two miles apart but can be more closely spaced on private ground so expect to be busier if you leave the public road. You may also encounter Passage Checks at which you must stop for a marshal to sign your time card.

If your timing goes totally awry, catch up with the car in front. Assuming you know where you are, wait for a minute and “wing it” as regards speed. Hope that crew in front is competent.

**Whatever timing issues you may have, always remember that staying on the designated route is paramount.**

If you do go wrong and can identify your error put your tripmeter into reverse mode (“Count” toggle switch), if it has one, until you get back on track. If you don’t have this facility and/or you become even more catastrophically disorientated and happen upon a time check, you should “zero” your “trip” and use the “Step” knob to set the “trip” to the distance specified at the marshal’s car. Don’t be too impatient as you approach this figure - back off as an overshoot will necessitate starting again. Also, move forward from the marshal’s car while you implement this procedure.













If you get hopelessly lost, use the GPS co-ordinates to head for the next test/refreshment opportunity and “regroup”.






## Calibration Check



### Shamrock Vintage Challenge 2018

#### Calibration Check - Dungarvan

	Cum Dist	Int Dist		52.0955 -7.6228
1	0 (0)	0 (0)		Turn left out of Park Hotel, start at last black bollard on left. ZERO TRIP
2	0.2 (0.32)	0.2 (0.32)		
3	0.48 (0.77)	0.28 (0.45)		SEAN DUN on lump of granite on left
4	1.07 (1.72)	0.59 (0.95)		
5	1.4 (2.25)	0.33 (0.53)		Crossroads sign
6	1.45 (2.33)	0.05 (0.08)		
7	2.21 (3.56)	0.76 (1.23)		Junction sign
8	2.32 (3.73)	0.11 (0.17)		
9	2.76 (4.44)	0.44 (0.71)		Petrol on left
10	2.93 (4.72)	0.17 (0.28)		
11	3.76 (6.05)	0.83 (1.33)		Unique junction sign
12	3.85 (6.2)	0.92 (1.48)		
13	4.01 (6.45)	0.16 (0.25)		
14	4.1 (6.6)	0.09 (0.15)		L3103 Speed bumps lurking hereabouts

15	4.33 (6.97)	0.23 (0.37)		
16	4.5 (7.24)	0.17 (0.27)		Roundabout sign
17	4.63 (7.45)	0.13 (0.21)		
18	4.8 (7.72)	0.3 (0.48)		
19	5.12 (8.24)	0.32 (0.52)		And past Hotel entrance
20	5.24 (8.43)	0.12 (0.19)		Bollard you started at

Assuming your tripmeter didn't agree with ours

Note your distance

Divide it by 5.24

This is the "Correction Factor"

Multiply the Calibration Number on your tripmeter by the  
"Correction Factor"

Enter the revised Calibration Number and we should now be fully  
compatible

It might be worth another lap to confirm congruity

**This year there will be a Calibration Check / “Measured Mile”,  
similar to the above, in Kilkenny**

Getting this pre-event exercise right is vital to your success in adhering to the schedule on the regularities. It is worth keeping an eye on how your tripmeter compares with the Route Book throughout the event.

To make an adjustment the “Correction Factor”, referred to above, is derived by dividing your trip reading by the Route Book distance.



# Happy Motoring