Understanding route instructions:

In general route instructions fall into two categories:

Navigational: Those in which the navigator is required to plot onto a map and then follow the course on the road from the map for at least part of the section.

Route Charted: Those that are followed directly on the road by reading distances between instructions directly off a chart.

Some instructions may fall into both categories.

Navigational

1. The most common method of giving instructions is by Grid References. A typical grid reference section is as follows:

<center>

SECTION 12

Map	Costerfield 1:50,000
Control	Mapped RJ 028233 from SSE
Via 1	Mapped RJ 047233 from NNE
Via 2	Mapped RJ 044210 from NE
Distance	10.56 km
Time Allowed	

</center>

The finish point for each section is the "control" for that section.
The starting point for each section would be Control of the previous section, the location of which would be given in the route instructions for that section.
The direction of entry for the control and each via point is specified (this is not necessarily required for shortest mapped route sections).
Be careful, sometimes a director might specify the direction of entry as "to" or "in a ___ direction" rather than "from" just to confuse the navigator. It works too!!

2. **Broadbents** maps don't have any grid lines and yet, many events still use these types of maps. In this case, the plotting of the route instructions is more time consuming. A typical section for a Broadbents map may be as follows:

<center>

SECTION 22

Map:	Broadbents South Gippsland No. 4
Control:	Junction of white roads 0.5 km west of Mountain View From S
Via 1	Junction of red and white roads 1.25 km north of junction of green and white roads 2.75 km NE of Ferndale. To the North
Distance:	15.21 km
Time allowed	

</center>

Note however, for Shortest Map Route Sections "Overall", the director is not required to list the via points in order of transversal. It is the navigator's job to determine the shortest route that takes in all the specified via locations, not necessarily in the order listed.

Route Charts

Another form of common route instruction is a route chart. In a fully route charted event it is not essential to use a map at all. An instruction and distance for that instruction is given for every deviation required by the driver. Each instruction is simply read out in turn to the driver.
Example:

<div style="text-align:center">

SECTION 5

Map:	Ballarat 1:100,000
Control	Mapped RJ 462175
Via	The following route chart

	0.00	SO from Control
1.13	1.13	KL
2.67	1.54	uphill
3.05	0.38	CAUTION Ford
4.67	1.62	THL
5.63	0.96	Control

Distance	5.63 km
Time Allowed	

</div>

Note that both the cumulative and intermediate distances are given for each instruction. This is not always the case. Some events now will also have "Tulip Diagrams" for each instruction. The name of this type of navigation comes from the Tulip Rally, which first used it in the 1950s.

Tulips

A tulip is a drawing of the intersection and shows all roads and tracks (even if not mapped) and the direction of travel through the intersection. The idea is that each "tulip" diagram relates to an intersection on the map in sequence, from the start. The "bulb" indicates the road you are on, as you approach the intersection, and the arrow indicates which way you should leave that intersection
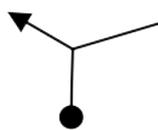
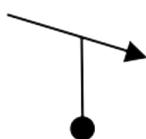### How to follow a set of "tulip" directions:

For example:

For the "map" above, the red path shows the correct route for the following set of tulips (below).
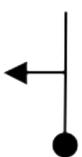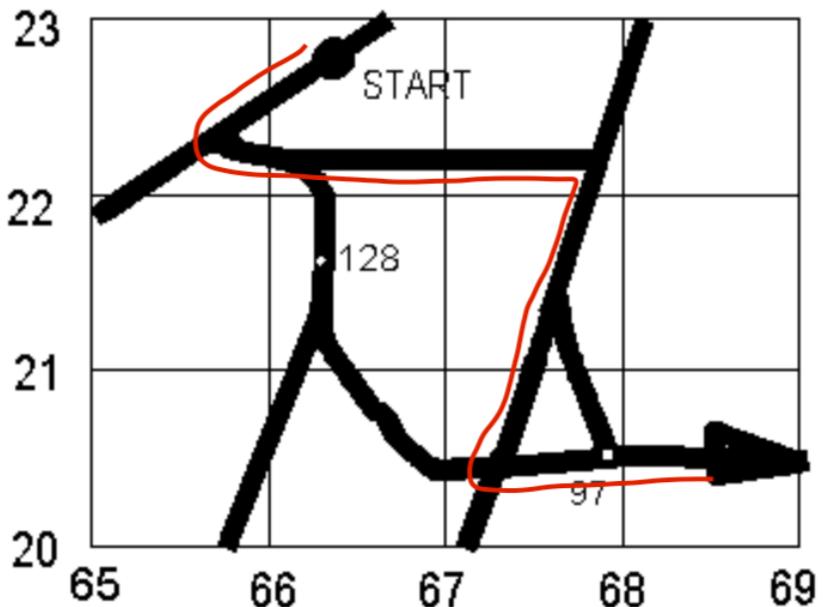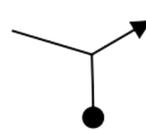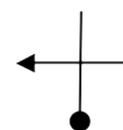
Turn Left	Bear Left	Turn Right at "T" Intersection	Bear Right	Turn Left at Crossroad	Straight On

Herringbones or Stick Charts

An older form of route instruction, which is now coming back into popular use, is STICK CHARTS (sometimes called Herringbone or Strip Chart).

In stick charts, the direction of travel is represented by a straight line up the page. Each road junction is represented by lines indicating the number of roads to be left on the right or left as you leave the junction. The angle that the roads are drawn is purely diagrammatic.
There are two types, those that relate to the map (mapped roads only shown) and those that relate to the ground.

When a stick chart relates to mapped roads, the section becomes a shortest mapped-route section, except that the route on the map is specified by the stick chart rather than by via's. There is no necessity for the end of the stick chart to be specified by a grid reference. A stick chart need not relate to an entire section either. It could start at a via or end at "an unspecified location". In any case, the direction of exit from the via or control where the stick chart begins must be specified. Passage controls can be placed at any location on the specified route, thus making re-alignment traps possible just as with a normal shortest mapped route section.

A stick chart may relate to the road, in which case distances are given. This is a novel way to specify a route chart, and also allows the director to use unmapped roads. Just as with a route chart, a stick chart may begin at the start of a section or at a via and need not finish at the end of the section.

Neither type of stick chart needs to specify the location of the end of the chart.

An example of a stick chart **related to the road** is given below:

SECTION 8

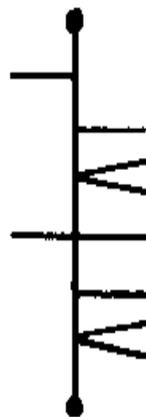Map: Heathcote

Via: The following stick route chart:

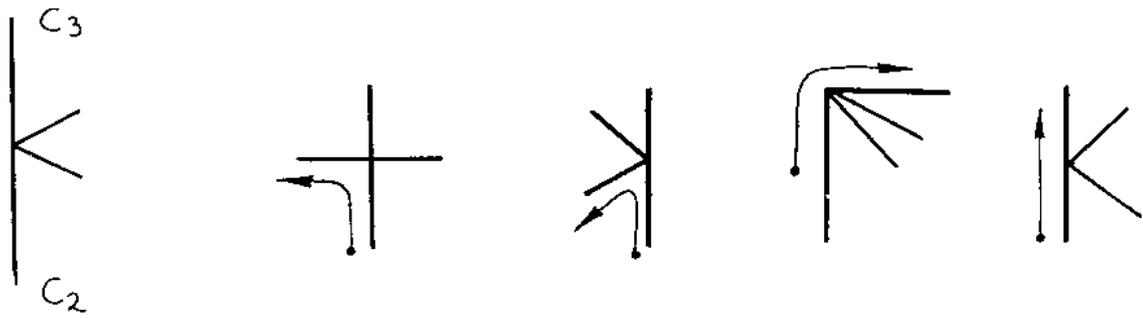|		
12.00		Control 8
9.50		
7.09		
6.10		
3.51		
2.10		
1.75		
0.00		Control 7 Exit to N

Distance: 12.00 km

Time:

The stick chart above relates to the road. For a chart related to the map, no distances are given.

Remember, the stick chart is diagrammatic only. In the following example the stick chart is shown on the left. On the right are four example road junctions that would meet that description. If it were to be followed on the ground, the navigator would say "leave two roads to the right".

Another example of a stick chart that refers to the map, (e.g. mapped roads only) is as follows:

ARROWS INDICATE THE CORRECT ROUTE ON THE MAP.

A herringbone diagram for the following map would be: