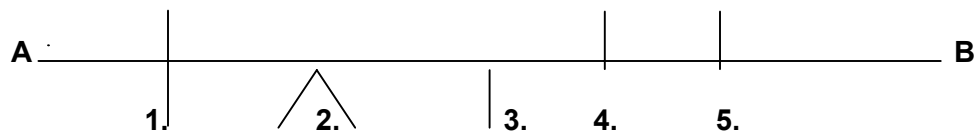


String Map:

String maps were designed many years ago by rallymasters elsewhere in world. In North America they started appearing on navigational and map rallies in the early 1960's. Many of the popular map and navigational events held in Canada and Western New York during the 1965 through 1980 used a short section of string map. They were often used in conjunction with topographic maps, and sometimes execution of the correct route demands that you only use roads that are shown on the topographic map, as opposed to using every road that you actually encounter when driving on the "real" roads. Those sections were usually trapped and failsafed so that only the sharp crews were able to zero the controls by taking the correct route. They were quite interesting and popular when done by a skilled rallymaster.

A sample string map is shown below. String maps work this way. Always follow the straight line as directed in the instructions. In other words, if told to go from A to B, then follow the string map below from left to right (watch out, sometimes you will be told to go to A from B or some other variation). For each road or roads off the straight line, you leave that road on the side it is shown while continuing along the straight line to take the correct route.



In example 1 above you arrive at a crossroads. In order to leave a road on both sides your right side and your left you would proceed straight ahead.

In example 2 above when you arrive at crossroads you should leave two roads on your right. Turning left at the crossroads, but not always usually does this. Road configurations are very possible, which are not crossroads, at which this instruction could cause different action.

In Example 3 above you will arrive at a junction or tee. Let's assume a junction is reached. If the junction is to the right you continue straight ahead to keep the junction on your right. If the junction is to the left, then turn onto the junction putting the road you were traveling on to the right.

In Example 4 above assume you arrive at a junction. If the junction is to the left you continue straight ahead to keep the junction on your left. If the junction is to the right, then turn onto the junction putting the road you were traveling on to the left.

In Example 5 above assume you arrive at a tee. You should turn right putting the left portion of the tee to the left.

There are many variations in common uses that employ string maps. Some are scaled and the only tip-off is the fact that the instructions are clearly drawn in a manner which represents relative distance. In those cases you must note the relative spacing between the first two instructions to deduce the scale. Other

types employ certain non-linear scales, or are drawn in a circle format with no particular indication where to start or finish. In those cases it is always possible to deduce the proper start taking the start of section road configuration and the next intersection into account. Some can be designed so that several instruction paths remain possible through several intersections, and it is very possible, through proper logic to correctly drive the route reaching the controls perfectly. Those are the string maps which are fun and challenging to the skilled crews. The circle string maps can also be scaled with a certain distance along the circumference representing miles. Once again, it is usually necessary to note the road miles between the first couple of instructions in order to compute the scale factor.

On MCO simple rallies there are no traps on string map sections. It is included only to introduce you to another type of instruction during a section of the route.

- Taken from some place on the web, and slightly adapted for MCO.