

# Strip Chart & Stick Map Rules & Definitions

## Introduction

- (i) Strip Charts [see Definitions NRC Art 1.22(iii)] are navigational tests in the form of a diagrammatic representation where the required course is shown as the centre trunk of the chart and the other roads shown as branches. The distances between successive branches must be indicated unless the chart represents only mapped roads.
- (ii) Stick Maps appear to be unique to Western Australia and are derived from Strip Charts but are based on roads which can be seen through the windscreen rather than mapped roads.

Rules regarding which roads are counted do not appear in the CAMS Manual of Motor Sport and this document is intended to provide a standard definition for Stick Maps for use by event organizers and competitors.

## Basics of a Strip Chart or Stick Map

A Strip Chart or Stick Map is a graphic representation of a specific route to be taken. It is not a literal map, but is a series of diagrams which shows a progression through the route with instructions which must be followed in sequence.

A Strip Chart or Stick Map may be used for an entire navigation section or within a section. Observations or Controls may be encountered as crews progress through the route.

The diagram takes the form of a central “trunk” which is a line that can be straight or curved to any shape. The “trunk” represents the road being travelled on at all times (though the route will not look anything like the diagram).

To the left and/or right of the central “trunk” line are “branches” which are instructions for what to do at each road junction.

The key to how any such road junction is dealt with, is that the diagram instructs where **not** to travel.

## Stick Maps - Definition of a Road

Each instruction about a road to be travelled on or missed must be considered a mandatory instruction.

For the purposes of Stick Maps roads to be considered must meet certain criteria.

- I A road must be identified by a street name sign, easily visible near the road junction.
- II A road may be a Road, Street, Avenue, Lane, Way, etc.
- III A road may be a no through road, gated or inaccessible.
- IV A road must not be sign posted as being a private road.
- V Where a road is not sign posted (as per 1 above) but is intended to be considered a part of the instructions, it will have an annotation beside the instruction, reading “NN”, indicating No Name, each of which will have an annotation of distance.
- VI Traffic islands in the middle of roads should be considered as if they did not exist for the purposes of determining road junctions.

Roads indicated on the Stick Map may be sealed or unsealed.

Driveways, carpark entrances, etc are not considered to be roads unless they meet the rest of these criteria.

On long sections it is recommended that a point of reference is given *en route* (eg: a street name).

## Features of and following a Strip Chart or Stick Map

A start point is typically indicated by a dot of bigger diameter than the “trunk” line so as to be clear. Usually the destination indicated by an arrow head at the finish end.

After the start point each instruction (or “branch”) advises competitors where to not travel. This can vary dependent on the layout of each road junction. There are three main possibilities of how an instruction will appear. These are illustrated below.

1. An individual line or “branch” to the left of the central “trunk” indicates a road to the left, which must not be travelled on. The same applies for the right.

As an example, a single “branch” instruction with a line to the left is an instruction to *“miss a road on the left”*. This can work three ways depending on the layout of the road junction being approached.



**a)** If travelling on a continuing road and a junction with a road to the left is approached, the instruction advises to “miss a road on the left” thus the continuing road ahead would be the correct course (the road to the left having been missed).

**b)** If travelling on a continuing road and a junction with a road to the right is approached, the closest road to the left (to be missed) is the road straight ahead at the junction, thus the instruction would mean turning right.

**c)** If approaching a T-along the leg of the T), the instruction would mean that missing a road to the left makes a right turn the only possibility.

2. Where the diagram shows two lines at the same point on the same side of the “trunk” (in the shape of a sideways V) this indicates two roads intersecting at the same point with the road being travelled on. This is usually a crossroads type of road junction.



If the instruction was shown on the left of the “trunk” this would mean missing two roads to the left at the same point

**a)** This may be leaving the road literally on the left and the next closest to the left, which may be the road straight ahead. Thus the action could be to turn right.

**b)** Another possibility is that there are two roads joining together at the road you are travelling on which may result in you continuing straight ahead.

3. Where there is a continuous line across both sides of the central “trunk” this also may indicate a crossroads type of road junction.



Where an instruction is the line across the “trunk”, this indicates a road to the left and a road to the right at the same point, both to be missed. Again, this can only describe a 4-way road junction. By missing a road to the left and a road to the right, one would most likely continue ahead.

Additionally features such as river crossings or railway line crossings can be illustrated, and must be made quite clear as to what they show.

Other clues such as street names or features along the route may be incorporated occasionally to assist competitors in checking that they are following the route correctly.

Observations or Controls may be encountered as competitors progress through the route.

Complex road junctions, roundabouts and other unusual road features are possible. For the purposes of a stick map or strip chart a roundabout should be considered as a single road junction, not a series of junctions. If a difficult area is included, a clarifying notation to assist competitors is advised.