

Regulations & Legend

Winter Challenge 2025



The RWA Winter Challenge 2025 is a follow-up to previous RWA and ABC dry rides, which appear once every 2 years in the quiet winter period and can be used to maintain or improve navigation skills. The organizer of the dry rides is Joep Wanders.

The RWA Winter Challenge 2025 can be participated in 3 classes: Expert, Sport and Tour. The class in which you participate must at least correspond to the class in which you would participate in a rally of the NK organized by the DHRC.

Sport class participants are allowed to participate (also) in the Expert class, Tour class participants may participate in any class.

The RWA Winter Challenge takes place in the Swiss canton of Fribourg, a beautiful, hilly area between the Jura and the Alps. In this area I would also like to make a 'real' rally route available on the RWA website. You really shouldn't miss it, it is that beautiful there (all year round, but especially in April-May-June).

The dry ride consists of one competition map with two sections, each with its own map reading system:

Section 1 - Border Approach with Spot Heights;

Section 2 - Arrows Shortest Route with Restrictions.

What these systems exactly entail can be found in art. 2 and 3 of these Regulations, directly after art. 1, Map reading General. Art. 4 is the Legend of the Swiss map used.

From Saturday **22 February 2025 at approximately 21:00 (CET)** you will find the regulations, the legend and the map fragments for all classes on www.rallywanders.nl.

The solution can be sent to info@rallywanders.nl up to and including Saturday **5 April 2025**. The results will be announced Sunday, **April 6 at 6:00 PM (CET)** at the latest.

Explanation, results and prizes

The final results are calculated by adding up the section results. The overall winners in the various classes will earn (apart from a lot of appreciation) a discount of € 25 on the registration fee for the **8th GEO Rally** or the **53rd West Nederland Rit**; 2nd place will earn a discount of € 12.50. In the event of an equal number of penalty points, the participant who submitted his/her solution first will finish highest. It is permitted to submit an (in your opinion) improved solution at a later time; the last submitted solution will be considered the final solution.

Finally, a bonus can be earned per section by submitting a flawless solution. Driving section 1 flawlessly will earn you a € 10 discount, section 2 € 5. This means that the maximum discount you can earn with the dry ride is € 40.

The organizer estimates the chance of that happening to be rather small, as the sections are challenging in all classes... but nothing is impossible, so take up the challenge! ☺

1. General Map Reading Regulations

1. Construct the route on map roads: these are roads with 2 verge (roadside) lines, at least 1 of which is uninterrupted. Tunnels on such roads (the underground part of which is indicated by a single or double broken line) may be used (see page 1 of the Legend).

In built-up areas, roads may not have clear verge lines (see opposite). Don't worry about this, you can use these roads (and they should be considered as roads with unbroken verge lines).



2. The carriageways of roads with separate carriageways must be regarded as two separate roads. **The route construction should take into account the direction in which these roads may be used, just like with roundabouts and entrances and exits that can obviously only be driven in one direction.**

At road junctions **1** and **2** it is not possible to read from the map whether there are entrances/exits that may be driven in only one direction.

The set of road connections **3** clearly shows that the orange main road is a road with separated lanes. You should assume that road **x** is an entrance to the main road and road **y** is an exit.



3. Map signs and texts do not interrupt the route. Exceptions to this are:
 - a. map signs indicating a road closure / barrier
 - b. houses (blocks) that completely cover the road
 - c. continuous verge lines

But beware: grade separated road junctions are indicated by crossing the verge lines of the upper road; these roads are considered to continue without connecting to each other. Underpasses of railways/rail routes can be provided with (sometimes minuscule) viaduct signs; here too there are no blocking verge lines.

And another tip: map texts and road verges have the same colour; to ensure that map texts (place names, etc.) are still legible, considerable parts of the roadside lines have been omitted in some places...

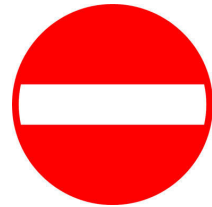
4. Labels applied to the map by the Organisation such as rally plates, flag symbols, circles with arrow numbers, text boxes, route control boxes, scale indications, etc. do interrupt the road. Different rules apply to the red dashes (see art. 1.8).
5. Numbered arrows may only be included in the route in the direction of the arrowhead and may not be touched, crossed, entered sideways or left sideways. Whether map roads may be driven in both directions or in one direction only is indicated in the system regulations (art. 2 and 3).
6. The part of the route on which a (blue and yellow) TC flag is marked may only be included once, i.e. when you reach the start or finish of a section (which is only allowed in the direction of the arrow on the TC flagpole).

- Touching or crossing a road (where the intersection is not covered by an arrow) is not considered to be riding on that road and is allowed without limitation, regardless of the colour of the intersection. See the following example:

The route instruction from arrow **1** to arrow **2** is primarily over yellow roads as little as possible and secondarily as short as possible. So turn right at **a**. Then do not drive via **b-e-d-g** (this is the shortest, but includes a good bit of yellow road). Via **b-c-d-g** you do not drive on yellow roads, because crossing the yellow road does not count as driving on a yellow road. But the shortest route without driving yellow roads is **b-e-f-g**: the point at intersection **e** is not a roundabout or another object that you can drive around, but an (abstract) spot height (here 696m above sea level), see page 3 of the Legend.



- On the route maps of the **Expert and Sport class**, a red crossbar may be placed over the beginning of a road. No attention needs to be paid to this during the route construction stage, these roads may be included in the intended route. After the intended route of a section has been fully constructed, you start to 'drive' the route and then such a red crossbar at the beginning of a road corresponds to the adjacent traffic sign. If you want to enter such a road, you have to take a detour. A red crossbar at the end of a road should be considered as not being present.
 - If the intended route cannot be driven, a detour must be constructed from that point via map roads, whereby the primary requirement is that as little as possible is missed of the intended route (in the intended direction!) and secondarily the detour is as short as possible
 - The same provisions apply to the construction of the detour as to the construction of the intended route.
 - If the detour cannot be driven (anymore), then that detour will no longer be valid and you will construct a new detour that complies with the above provisions. While detouring, you remember which roads are unusable (prior knowledge). This prior knowledge expires as soon as the intended route has been resumed.
- Note the controls along the route you are 'driving', regardless of where the flag 'points' and whether they are on the left or right of the route. And send in your solution in time!**



2. Border Approach with Spot Heights

- From TC-1 to TC-2, a continuous route must be constructed over map roads, whereby the map edge is approached as closely as possible in clockwise direction (so in principle: consistently to the left).
- Map roads may be included in the route multiple times and **in both directions**.
- The map edge may be touched as long as one of the two verge lines of the map road is clear of the map edge.
- It is not allowed to include a spot height in the route that has the same number of elevation meters as another spot height included earlier in the route. It is allowed to include the same spot heights multiple times in the route (see example).

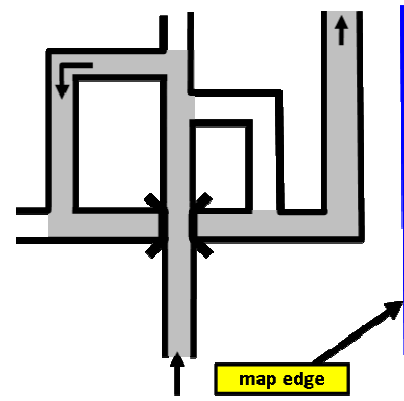
PS: Remember that spot heights of the intended route are always included earlier in the route than spot heights that you include in detours...

5. The approach of the map edge should be done in such a way that – taking the above into account – in order of importance:

1. the surface between the map edge and the route to be driven is as small as possible;
2. the route is as short as possible.

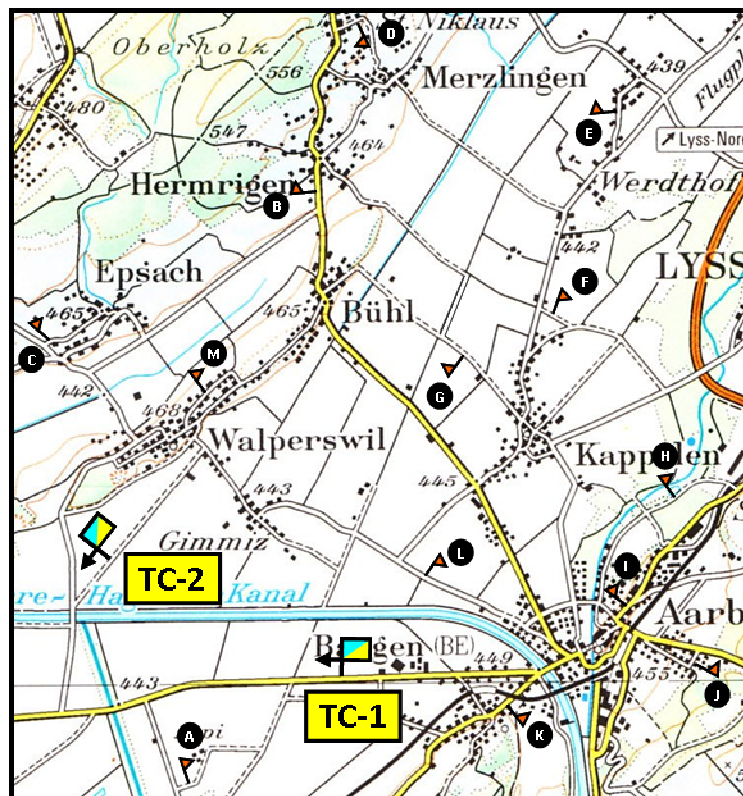
This is how the intended route is created.

6. If, during the route construction, one would like to turn off at a grade-separated intersection because of the border approach (= turn right on the viaduct in the figure), the shortest possible route must be constructed from on to under the viaduct (or vice versa) in order to continue the route in the desired direction (see the grey route in the figure).



Example

The route starts along route control (RC) A, because approaching the map edge is done by consistently going left. Via spot heights 443 and 442 to RC C and spot height 465. Via RC B at the intersection with spot height 464 left. Then do not go to Merzlingen via RC D, because at the end of that road a continuous verge line blocks the route. Reduce the area between the route and the map edge via RC E and spot height 439. Then don't go straight to RC F, because you are not allowed to drive directly past another spot height 442, so drive the route through Merzlingen and along RC G before you 'hit' RC F. Via Kappelen to RC H and on the yellow road to the right. Then you drive over a viaduct where you actually want to go left and drive the white road along the railway. In accordance with art. 2.6 you now drive the shortest route to the same location underneath the viaduct, which results in another RC H. Then don't go via RC I to the loop with RC J, but approach the border via the A of Aarb. Then approach the border via a loop between the canal and TC-1, which yields RC K. Then don't go along RC L, because the verge lines at the beginning of the road are interrupted on both sides and therefore this road is not a map road. Finally don't drive to TC-2 via Gimmiz, because then you drive past a second spot height 443. Approach the border via RC G to Bühl; don't go left there but right, because otherwise you include a second spot height 465 in the route. Continue to approach the border via the previously driven spot height 442 and spot height 468 and RC M in Walperswil, after which you arrive at TC-2. The ideal control series is therefore: **A-C-B-E-G-F-H-H-J-K-G-M**.

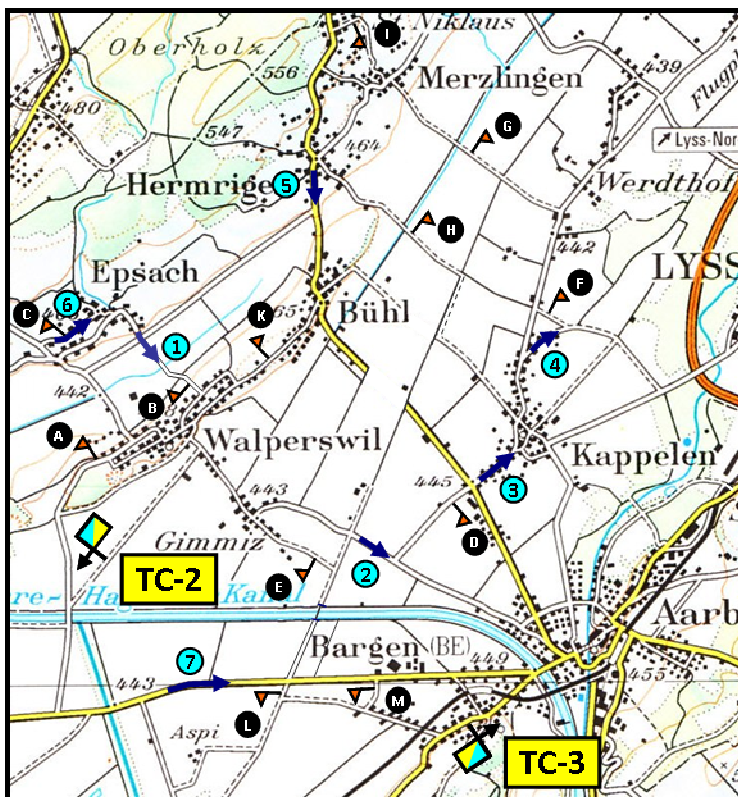


Pitfalls enough, I would say... The level of the example is comparable to the level of the Sport class. The Tour class is easier, the Expert class is a lot harder...☺

3. Arrows Shortest Route with Restrictions

1. From TC-2 to TC-3, a continuous route must be constructed over map roads, in which all arrows are included from beginning to end and in ascending numerical order.
2. Map roads may be included in the route multiple times, **but only in one direction** (the direction chosen when the road was first included in the route). Once the entire section has been constructed, the direction in which the roads included in the intended route is fixed. If a detour is required, this must be taken into account, as well as the direction in which roads are driven that were included in previously 'driven' detours.
3. The colour of the map road under an arrow is assumed to be **yellow**.
4. Map marks and map texts do not affect the colour of an underlying road.
5. On the way to an arrow or TC-3, **white road sections with unbroken verge lines** should be used for as short a distance as possible (so preferably none at all).
6. On the way to an arrow or TC-3 the shortest route must be constructed, taking into account the above. This is how the intended route is created.

Example



From TC-2 to arrow 1, drive as little as possible on white road sections with uninterrupted verge lines (**wruvl**), so not along RC A and via arrow 6 (because there is a yellow road underneath).

After RC B on the way to arrow 2, do not drive the previously driven route in the opposite direction, so via RC A to Gimmiz. There again drive as little **wruvl** as possible via RC E.

After RC D and arrow 3, drive as little **wruvl** as possible again by driving right along arrow 4 and via RC F to the foot of arrow 4.

Then on the way to arrow 5 along the 2nd RC F and again as little **wruvl** as possible (RC G) and drive some yellow roads (RC I). Not to arrow 6 by crossing arrow 1, but

via RC K. After RC C and RC B again via RC A (don't drive on a previously driven route contra and do not drive past TC-2 again), RC E, not over a footbridge, RC D (= less **wruvl**) and RC L (that is shorter than via RC M; the road with RC L does not have continuous verge lines, but a grid line at the beginning of the road (which you can simply drive through)). Finally another RC L from arrow 7 to TC-3.

The ideal control series is therefore: **C-B-A-E-D-F-F-G-I-K-C-B-A-E-D-L-L**

Here too, pitfalls plenty... The level of the example is comparable to the level of the Sports class. The Tour class is easier, the Expert class a bit more difficult...

4. Legenda

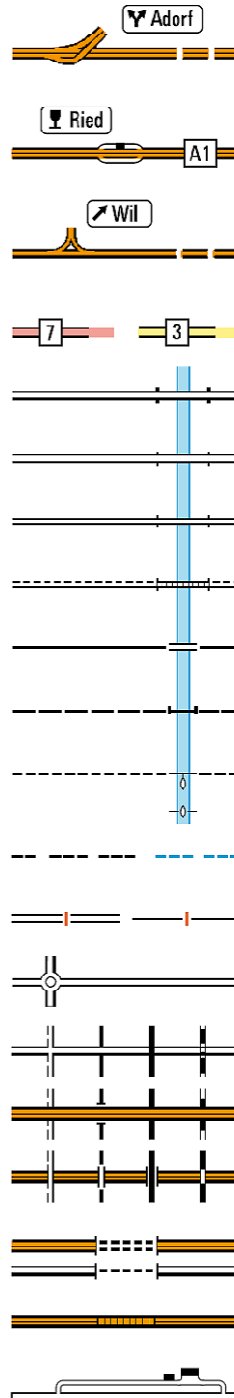
Swisstopo 1 : 100.000



Roads, tracks

Highway (divided lanes) Junction	Highway under construction
Rest area Parking	
2nd cl. highway (undivided lanes) Exit / Access	under construction
Trunk road	Main connecting road
1st cl. road (at least 6 m wide)	conspicuous bridge
2nd cl. road (at least 4 m wide)	conspicuous bridge
Suburban road (at least 4 m wide)	conspicuous bridge
3rd cl. road (at least 2.8 m wide)	covered bridge
4th cl., narrow road (at least 1.8 m)	Bridge
5th cl., path, trail, bicycle path	Footbridge, catwalk
6th cl., footpath	Passenger ferry attached Passenger ferry free
Traces, mountain passage	Traces on glacier
Barrier, traffic ban	
Conspicuous roundabout	
Level crossings	
Underpasses	
Overpasses	
Tunnels	
Gallerie	
Airport, hard surface runway	

1:100 000



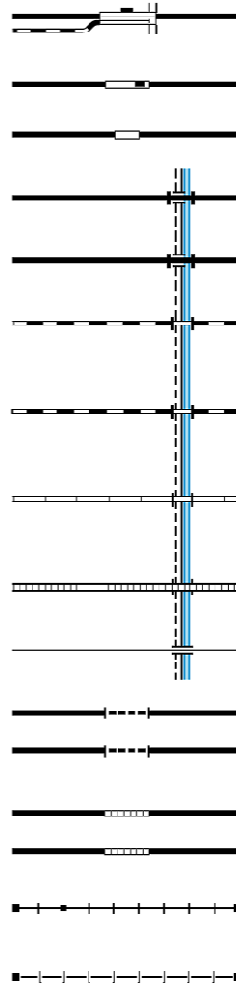
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Railways

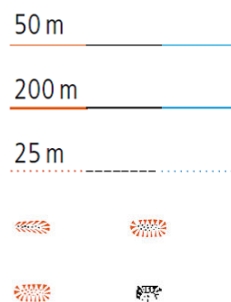
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Railway station, tracks	Platform roof
Stop with separate track	
Stop without separate track	
Normal gauge railway: multiple tracks	Bridge
Normal gauge railway: single track	Bridge
Narrow gauge railway: multiple tracks	Bridge
Narrow gauge, rack, cable railway: single track	Bridge
Freight or nostalgic railway	
Railway out of service	Bridge
Intercommunal tramway with stop	Bridge
Industrial track	Bridge
Tunnels	
Galleries	
Aerial cable way, chairlift with intermediate station	Pylon
Goods lift	Pylon



Topography

Contour lines	earth, scree/shingle, ice/lake
Index contours	earth, scree/shingle, ice/lake
Intermediate contours	earth, scree/shingle, ice/lake
Earth slip	Gravel pit
Clay pit	Quarry



Swisstopo 1 : 100.000



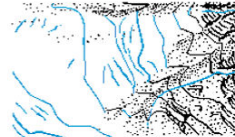
Topography

1:100 000

Rock Scree

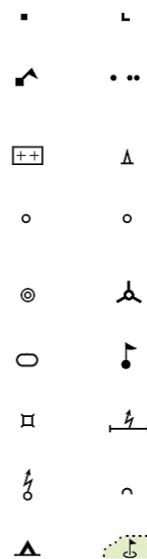


Glacier Moraine



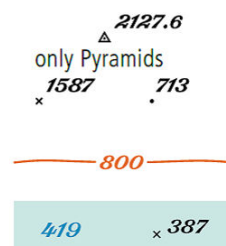
Individual symbols

House	Ruin
Remote inn	Storage tank
Cemetery	Monument
Church	Chapel
Cooling tower	Wind power station
Stadium	Castle
Lookout tower	Radio transmitter
Large antenna	Cave, grotto
Camp site	Golf course



Trigonometric points, spot heights

Trigonometric points 1st to 3rd order and LV95
 Spot height
 Index contour
 Lake level Spot height at lake bottom



Swisstopo 1 : 100.000



Vegetation

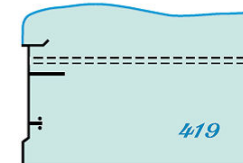
Forest, defined outline Forest, undefined outline

1:100 000



Hydrography

Spring	Stream
Waterfall	
Dry gully	Stream weirs
River, backwater	River weirs
Marsh	
Lake, shoreline	Undefined shoreline
Port / quay	Car ferry
Landing pier	Lake level



Dam	Spot height at lake bottom max. flood level
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Lake with varying water level



Single pressure pipeline	Multiple pipeline
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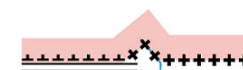


Water treatment plant	Public swimming pool
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Boundaries

National boundary with numbered markers



Cantonal boundary with markers



Boundary for National Park or protected area

