

## Green Crew duties & suggested procedures

Begin by “tabletopping” all instructions. Try to compare to the EOS map as you go. Go through each routebook to make sure that everyone’s instructions are workable and can be solved using only materials which competitors will have available to them; and they just generally make sense. Plus, if you feel that some instructions are too difficult for the intended class, you’ll have to let the organizer know.

Compare all 3 levels of the routebook step by step, to make sure that they all direct the competitors to the same turns and distances. There may be a typo which causes the Intermediates to work out to a L where everyone else has a R! You may also have to convert, for example, the Experts’ non-accumulative distances to compare to the Novice’s accumulative distances. Be careful not to assume some classes work based on your knowledge of others. It is easy to see a solution to a section if you already know what should happen, but your job is to make sure each set of instructions stands alone.

Once you have determined that all 3 routebooks refer to the exact same route, drive this route.

You are checking that:

- the turns occur at the correct given distances and the odo calibration is consistent once the Odo Check is complete;
- there are no ambiguous intersections/instructions;
- all CAS’s are safely do-able, are within posted limits, and there is sufficient time allowed for traffic signal pauses or crossing/turning at busy roads;
- the Odo Check is in a safe and appropriate location;
- any settlements which should be marked as Quiet Zones are included in the instructions.
- all roads are where they should be, open, unobstructed, and in rally condition.

The organizer will also have provided you with a list of checkpoint locations. As you drive the route, stop at these points and ensure that, in your opinion, they are in a safe location for cars arriving at CAS. Is there room to pull over enough and is the ditch safe? Is it too close to an intersection, RRX, or private homes? Any other concerns? (eg, generally checkpoints are not to be located on paved roads.)

If at any point along the route you find any other area which could constitute a safety concern, inform the organizer that a Caution may be appropriate.

The organizer should supply timing/scoring information for controls. The Green Crew should try to check these calculations to catch possible scoring mistakes.

Now that you've done all your tabletopping and are back from the drive, write a report to the organizer with everything you have found. Tell him about the instructions, the roads, the checkpoints, the cautions, everything! It may seem like a long list and you might feel that you will sound like a nit-picker, but a many-paged GC report is normal and important. The whole sport of navigational rallying depends on the rally instructions and route being correct, and organizers, being overworked humans, cannot possibly get it right first try without your help.