



LEJOG Guide – written by John Kiff, a veteran of numerous LEJOG's, as both Driver and Navigator.

Before the event:

Driver:

- LEJOG is a Reliability Trial – car reliability is FAR more important than improving performance.
- Use the HERO-ERA list and the scrutineering check-sheet so you know what is needed and expected
- Make sure all your lights are correctly aligned.
- Practice driving and being navigated in the dark.

Navigator:

- LEJOG is a 'linear' event; it's very difficult to catch up once you have had a delay. It is **vital** that you understand:
- The concept of OTL – being **Over** your maximum permitted **Time Limit** at a control. If you are OTL at a control, you have effectively not visited that control. You may well be OTL at the next ones too.
- How and when to cut out some route and use faster roads to get back on (or near) your due time. **Ask** HERO-ERA for an explanation!
- Your **tripmeter** is a vital piece of equipment. Learn how to use it, to avoid navigational errors it must be calibrated correctly
- If you make a navigational error or you have to back up for oncoming traffic (and you are sure to experience one of these!) you need to know how to 'reverse' the trip so that it is still accurate when you get back on route
- Learn how to plot the plotting instructions by using previous HERO-ERA information
- Understand how Jogularity works (compared with conventional regularities). They are easier... honestly!
- Learn how to read and use all the information on a map and how to navigate in the dark. Go with your driver (or someone) and practice. **Lots!**
- Make sure you have an illuminated map magnifier, a headtorch and an interior map/roadbook reading light that doesn't compromise the driver's vision.
- Read all other 'how to navigate on a historic rally' information provided by HERO and other reliable organisations.



Ensure you both have:

- Layers of clothing, gloves, hats, waterproof coats & shoes (Note: temperatures as low as -18deg C can occur in Scotland at night)
- Water and energy bars
- Sleep – make sure you are fully rested before the event

When you arrive:

- Calibrate the trip meter. Do this either before or after scrutineering.
- Make sure that it is as accurate as it can be. But inevitably your trip will vary compared to the official distances as the event goes on. You need to know how to adjust it up or down to correct it again. Be patient. Getting this right is vital!
- Scrutineering is potentially stressful. You may need to fix things on the car so arrive early on the first day. Scrutineers are there to ensure your safety and eligibility not to catch you out. Ensure the car is as clean as possible and that everything needed including documentation is easily visible and or accessible.
- Have all paperwork to hand
- Have your scrutineering sheet ready on a clipboard so you don't lose it and can hand it to the scrutineer for signature. You have a list!

At Land's End Hotel:

Plotting:

Drivers:

- This is the first challenge for your navigator. Help them as much as possible (now and throughout the event) with the plotting but ensure that they make the final decisions about the plotting.
- Make sure they have food/drink.

Navigators:

- Collect your route on time. Don't waste time now, get on with plotting!
- Don't use highlighters to plot the route. They can't be erased if you make a mistake or there is a re-route. You may get confused if there are two roads close together. Use a thick 9mm 2B propelling pencil with rubber.
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- Start by doing the easiest plotting – HERO-ERA give you a suggested list. Ask for help from HERO or experienced navigators as soon as you have a problem. Improve your chance of having plotted the correct route by comparing what you've plotted with at least one other navigator. They are happy to help you.
- You need to be able to 'see-at-a-glance' the petrol stations shown by the organisers on the map book. Highlight them.
- In your Route Book, so that you can see them at a glance on the event, highlight the distance and speed columns you will be using (miles or km; mph or kmh)
- Remember that some Jogularity information is given in the plotting instructions and some navigation instructions are within the Jogularity instructions!

Tests:

- Work together on this and agree how to 'call' the Tests. Mark up the tests with what you are going to 'call' to the driver at each point – aim to minimise the number of words you use. So, you can see them quickly, highlight the Start on the test diagram with a green highlighter and the Finish with a red highlighter
- Study the test diagrams to get a feel of what they are like.

Final Checks

- On the Friday night, make sure the car is ready, inside and out, make sure that the plotting is done and get an early night!!
- On Saturday morning, be at Land's End in good time, at least 30 minutes before your due time.

During the event:

- Get into the right mindset for LEJOG.
- Press On!! Don't waste time! But prioritise getting the route right.
- Mentally break it into chunks – don't get overwhelmed
- Focus on one section at a time
- Don't waste time anywhere on road sections – especially at petrol stations – but don't break the law. You need to get to the next control on time, delays can easily occur! If you can get there early you can then 'take a breather'
- Only relax when you have checked in at a control – assuming you have time
- Get to know the navigators who should be in front of, and behind, you in the queue.



Tests:

- The priority is to get the route right. Time (penalties) lost for going wrong is much higher than time saved by flamboyant driving! You don't win LE JOG medals on the tests, but you can certainly lose them...

Jogularities:

- The priority is to get the route right. Read that again! IF IN DOUBT, STOP!
- Drive Smoothly
- Understand the distance to the next landmark – there could be a control there.
- Once you have turned at a junction, check that what you can see (houses, tracks, etc.) matches with what is on the map or the next Jogularity landmarks – if not, you're on the wrong road. STOP immediately; work out what's wrong.
- Leave the clock alone!

Night Sections:

- This is hard for inexperienced navigators. Support yours. If there is any doubt, STOP and check whether you are on the right route or not. You will waste far more time if you continue down the wrong road.
- Try your best to keep track of where you are on the map by using all the information on the map. Continually compare what you see with the map.

Road Sections:

- Press on! But without breaking the law.
- You are allowed to run ahead of schedule on Road Sections, and you can start tests ahead of your due time.

Main Controls:

- Know when you are due out of a control and ensure the driver knows where to be and when, is ready to go, and that the navigator knows where this is as well – there's no time to waste once you have checked out.
- Do car checks/repairs BEFORE you go for coffee/food
- Clock in/out on time. Your timecard shows you the time you need.
- Do any plotting that you are given
- Relax when everything is prepared for the next section – don't forget to eat!



Final thought!

“Navigating on this event is FAR harder than driving. I know; I have done both many times!”

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