

Requirements

- **Organization PC:** Windows 10/11, access to a printer, PDF viewer, Internet access.

Installation

Double-click the installer icon.

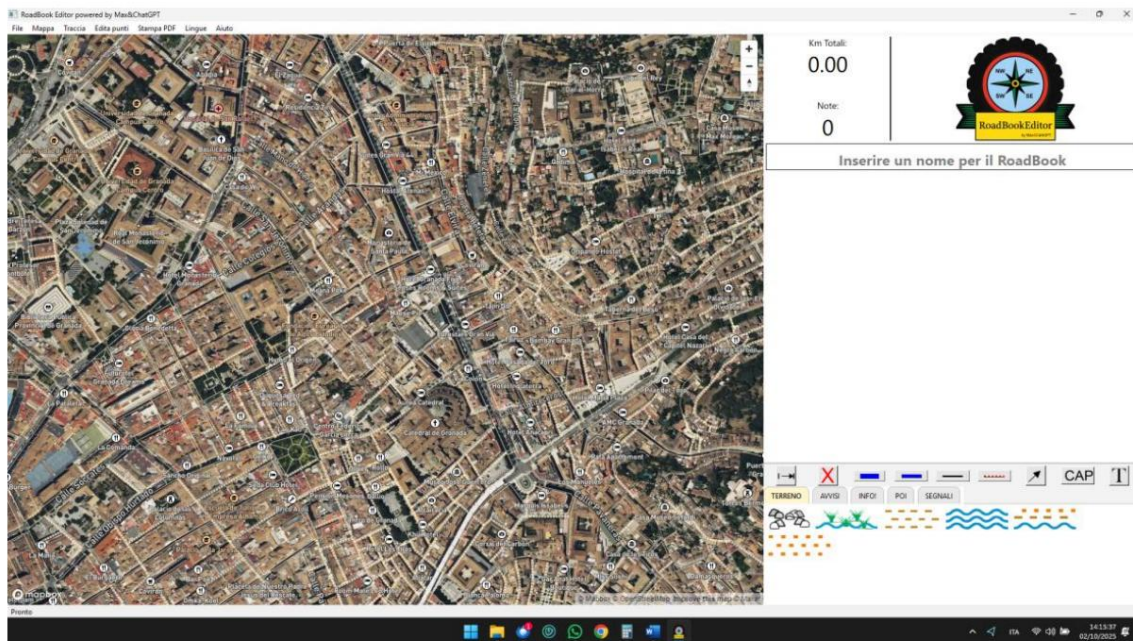
Follow the instructions, without changing the suggested paths and making sure to check the **“Create a program icon on the Desktop”** box.

Once the installation is complete, you will be able to open the program.



Introduction

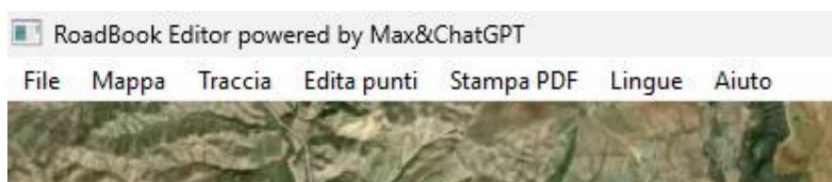
Interface



When you start the RoadBook Editor software, you will be presented with a window divided into two main parts:

- Left: A map, initially centered on Granada, Spain.
- Right: A partially empty Notes Area, with tools for completing any notes you add.

At the top we find the menu bar:



Here, first of all, you can change your preferred language if necessary.

Please note: Changing the language will change the names of menus, submenus, tabs, and tooltips, but not the names of icons and on-screen messages.

The icons provided with the program cannot be renamed.

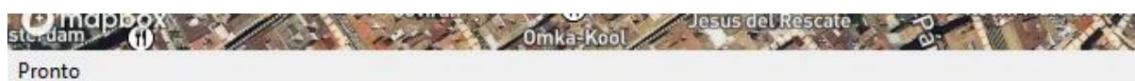
The portion of the map displayed can be:



- **Zoom in/out** with the mouse wheel or the control in the top right.
- **Dragged** by pressing the left mouse button and moving it in all directions.
- **Rotated** (right click, drag right or left).
- **Tilted** (pseudo 3D) by right-clicking and dragging up or down.



- **Reported with North at the top** with the “compass needle” button under the zoom + / - signs.



Status bar:

The bar at the bottom of the window shows important information such as the number of points, the name of the uploaded GPX file, the estimated time to complete an action (e.g. printing a PDF), the last action performed, tips, etc. Even if you don't normally look closely at it, it provides useful information.

Area Roadbook

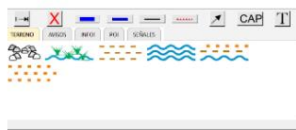
Here, once the track file in .gpx format has been uploaded, you can:



- **Change the default logo:** Click on the image and choose the desired one. The imported image will resize automatically; you cannot manually change its size.

- Give your RoadBook event a name: short names are recommended.

Toolbar (Button Box) with commands



- **Flip:** Allows you to flip an icon horizontally. It is not recommended to use it for Rectangular icons if the roadbook is distributed in digital format, but only square icons, as RB Reader has a slightly different format. No problems during printing.








- **Delete selected:** by selecting a crossroads or an icon, these can be deleted with a click on this icon.



- **Type of road:** motorway or road with multiple carriageways in each direction.



- **Road type:** asphalt, single-lane road in each direction.

-  • **Type of road:** track, mule track or road with gravel or natural soil.
-  • **Type of road:** off-road or poorly visible track.
-  • **Add fork:** Each single click on this button adds a fork.
-  • It is a command, a detailed description will be given later.
-  • **Add text:** allows you to insert a maximum of two lines of text in the third notes column. (Detailed description below.)

Tooltip: If the mouse cursor remains over an icon for more than two seconds, a tooltip with its description will appear.

Tabulator area



Click on the tabs to view the icons provided by default with the program.

Possible operations in this first phase:

- **Change the default logo** (click on the image, choose an image, Open).
- **Navigate between tabs** (click on the tab to see the icons).
- **Add custom icons:** The quickest option is to search online for the design, logo or symbol you want to add.
- To add an icon, find an image on the Internet and copy it (CTRL+C, menu right click → Copy Image, system selective copy utility), then position yourself on the chosen tabulator area (for example: POI) and press CTRL+V. The drawing will be added and can be renamed with F2.



Workflow with a real example

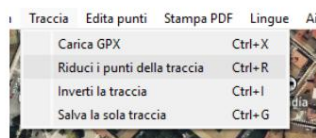
To work smoothly, it is advisable to use keyboard shortcuts.

During the programming phase, it was decided to use simple alphanumeric keys for frequent operations:

- Ex: A (add an intermediate point), W (create a note waypoint), L (add a trackpoint to the track line), M (move the track point, in two moves), T (delete a note by transforming a Waypoint into a TrackPoint), DEL key (Supr, Del - may vary depending on the keyboard in use).

For less frequent operations, two-key combinations are used:

- It is: CTRL+O (apri roadbook digitale), CTRL+S (save a roadbook digital), CTRL+0 (hide map labels), CTRL+X (load a GPX), CTRL+R (reduce track points), CTRL+I (reverse track), CTRL+G (save a modified GPX file), CTRL+P (print).
- You can also view shortcuts by opening a menu item.

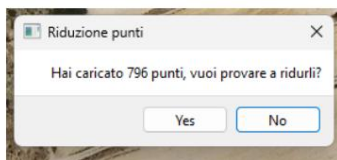


Now let's simulate creating a roadbook from scratch.

First, we need to load (CTRL+X) a GPX file to process.

The dialog box allows you to navigate between all drives connected to your computer (USB stick, hard disk partition, GPS, etc.).

Once loaded, the program will give you the option to reduce the points that make up the track.



We can accept it directly or decide to do so later (CTRL+R), but always before adding a note in addition to the two that are automatically created when the GPX file is loaded.

There is no problem if you only edit the GPX track.

If you decide to reduce points at a later date, it is helpful to make note of:

- **Total km** (top, next to the logo).
- **Number of points** (if forgotten, they can be read on the status bar).

So, try pressing CTRL+R: immediately the points will be reduced (you can see this in the status bar) and at the same time the distances may change.

Evaluate whether the point reduction (which is based on a complex algorithm that tries to minimize negative factors by removing duplicate points, points that are too close or that do not involve significant changes in direction) is significant or not.

In my experience, point reduction is always very useful. Sometimes, hesitations while recording a GPS track cause points to be inserted that are close together or overlapping.

In the tutorial we will see how to correct the distances.

At this point, we have a track cleaned of superfluous points (or those considered as such by the reduction algorithm). The program has hit the starting point, represented by a red circle.

The red circles represent the inserted notes (waypoints), while the blue ones represent the points (trackpoints) that make up the track.

If you now click on note number 2, the map will center on the arrival, where we will not see a red dot, but a slightly larger, yellow dot.

Clicking on a note (any) centers the associated waypoint and highlights it.

We click again on the first note to return to the starting point: now it is highlighted, meaning that we can perform operations on it (for now we do nothing).

Let's focus on the start and finish: is it OK, or is the track reversed because it was recorded on the way back from the hike?

In that case, with CTRL+I we can reverse it and the view will return to the new starting point.

You can repeat the operation several times, but if you add a note (Waypoint) you will no longer be able to do so, since the inversion (as well as the reduction of points) is blocked to avoid inconsistencies with any junctions and icons that may have been added.

Operations with points

To create a roadbook, it is best to start from the starting point, for consistency and order of work.

So, even if already selected, we click on the starting point.

The map will rotate so that the polyline indicating the track is oriented with the same inclination (forward) as the first note arrow (which we will call the "outgoing vector" from now on).

Let's look at the map: are there any crossroads or useful reference points to later position ourselves, with our off-road vehicle, at the exact starting point?

Let's look at the data that can be read from the notes:

The first note, in column C (third from the left), shows three data:

- A number that indicates degrees (it is the direction we should head towards).
- Two numbers with six decimal places (the coordinates of the exact point of the circle that represents the waypoint).

This data is sufficient to provide us with two indications: the point where we should position ourselves with the car and the initial direction to take.

But in reality it's not much, we need to see something more to better orient ourselves.

See the images here as an example:

Can you see what I did?



I moved the starting point (selected point, click and it turns yellow, CTRL+M starts flashing, click with the mouse where I want to move the point and it positions itself) a few meters so that it is aligned with the axis of the crossroads and

the road we are on.

Now it's much easier to know where to

position our off-road vehicle to follow the roadbook, right?

We can add crossroads, icons and a short explanatory text.

Let's do it:



Guard:

- I inserted a road type “asphalt” on the output vector (click on the circle and choose the type of road).
- I inserted two forks with the diagonal arrow from the toolbar, by double-clicking (but you can click once, adjust the fork, click again, adjust, etc.).
- I changed the type of the left fork to “asphalt” (just select the tip, then click on the road type), while I left “dirt” (default) for the right fork.
- I moved the forks to adapt them to the real direction conditions (one goes to the right, the other to left). To move them:
 1. Click near the tip of the fork and drag the red circle: the fork will rotate with respect to the fulcrum (hidden by the white circle).
 2. To move it, drag the black circle.
- I added two icons:
 1. A kind of large house (indicates a cluster of houses).
 2. A city (Gorafe, as you read in the note in column 3).

If you have a vector selected (you'll see a red dash), you can't add a fork until you deselect it. To do so, click on an empty space in the same panel (column B).

This applies to vectors, forks, and icons.

Remember: you can only change the road type if the vector or junction is selected.

You cannot add forks if a vector is selected.

The **X** (Delete) icon only works on selected items, one at a time.

Now we have much more data and have positioned the car at the point represented by the white circle in the middle of the vectors. That point is where we need to validate the note.

Let's continue with the example. I want to show you something:

The point reduction algorithm simplified curves and hairpin bends, perhaps too much. The progressive and partial values will likely be altered...



How to fix?

Don't overdo it with precision, but place the mouse cursor on the road where the red line has deviated and press L.

See? Now your track follows the road, as in the second image below.



I only fixed one part, but see how simple it is?

You just have to consider (experience will help you) not to overdo it with adding points via L.

There will be cases where L will not have any effect, for example if you are too far from the line (a limit has been set to prevent you from accidentally entering points that are too far away).

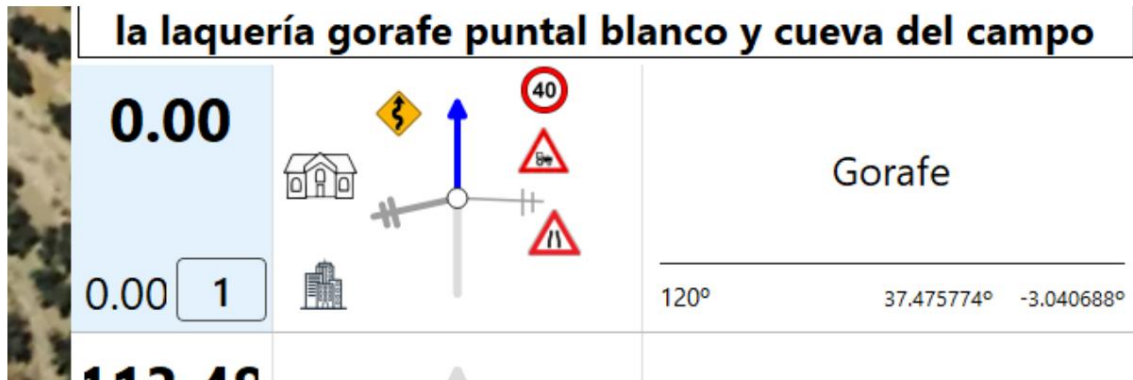
What to do if you want to move a point more than the approximately 10 meters tolerance set?

Move the mouse close to the line, press L and, without moving the mouse, click (the added point turns yellow), then press M, position the cursor where you want and click.

Have you tried it? It's easy, just a little practice and you'll get there quickly!

Let's continue: What kind of road is it? Is it narrow? Are there speed limits? Is it dangerous if you encounter other vehicles? Are there places where you can't pass two-way?

Once you've answered these questions, go to the "Signals" tab, for example, and enter the most appropriate ones. Look, I chose these:

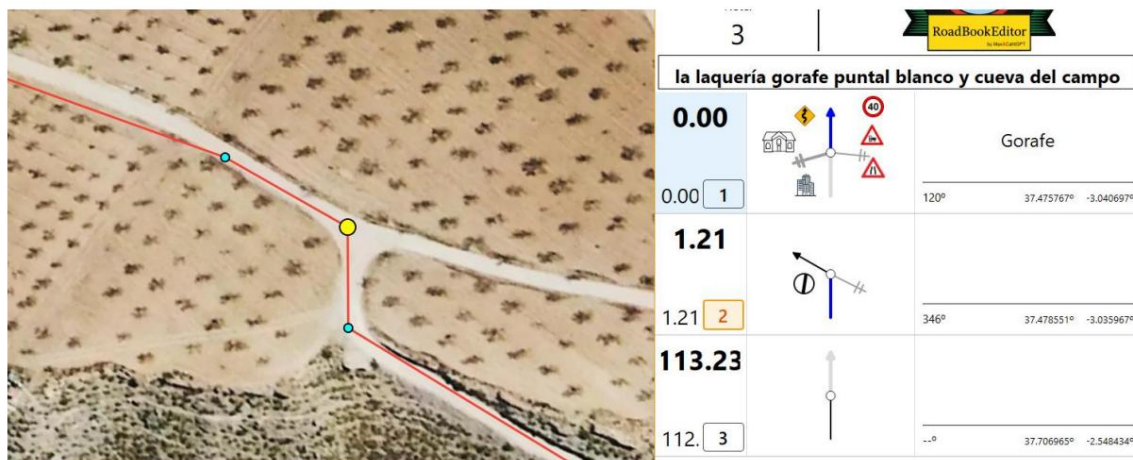


A 40 km/h speed limit, a warning sign for possible agricultural machinery, a sign for a narrow road and one (the yellow one on the left) for a road with many curves.

For me, this note is finished. What do you think?

We continue... we follow our path until we encounter the need for another sign, thus arriving at the first crossroads.

Remember that after a speed limit sign, you must insert (if you use RB Reader and RB Ranking) the appropriate end-of-limit sign...



At this point I see a fork in the road, so I need to create a note.

I press CTRL+W and create a waypoint. A note is automatically added with the correct direction already indicated.

There's a fork in the road and the type of road is also changing: now we're on a track.

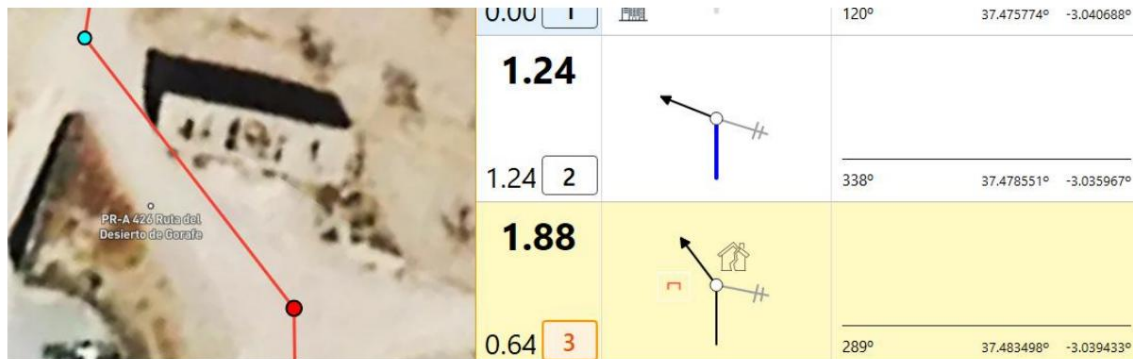
I add the fork (arrow from the toolbar), leave the default road type (track), click on the white circle and select the outgoing vector, changing the road type to "track".

I remember the sign that indicates the end of the speed limit and I've already done it!

As you can see, a note has been added. Now we have three; the note we're working on is the second one; we've traveled 1,210 meters from the start and the previous note.

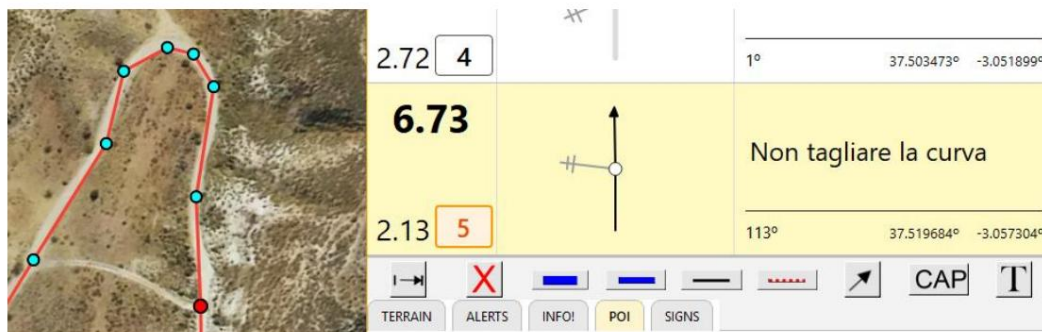
The program has inserted the correct direction (you can change it by acting on the points before and after the waypoint, try it!), it has inserted a progressive and a partial (since it is the second note, the values are the same).

The direction you see in column 3 only indicates the first few meters, the initial ones to travel, but it doesn't point directly to the next note! Keep this detail in mind; there will be one exception.



Let's continue creating waypoints and populating notes. I'll do this for you until I find something that requires a different treatment.

For example, here: someone cut the curve, but they can't because it's a geopark and leaving the trails isn't allowed. I used the warning "Don't cut the curve," which is more peremptory than "Follow the main trail."



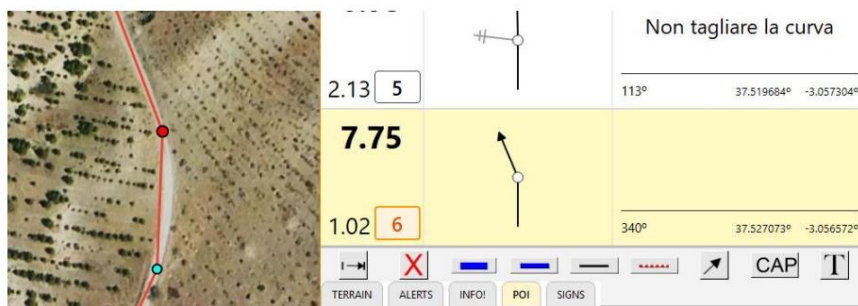
The "Follow the main trail" note is more appropriate here, as there are many private forks (marked by chains, sometimes open, and private property signs).

You can insert the sign "Follow the main track" before all forks in the road to immediately provide the right information.



To create the note, choose a straight line, to avoid misunderstandings.

For example:



If you enter it like this, you see the vector that points to the left, True?

The direction vector points to the left



To overcome the problem, add a period with CTRL+L, as shown here:
Now it points straight ahead, clearer, right?

Now I'm simplifying it to show you how to insert variants.



I don't know if you can see well: we are on the yellow dot.

If we continue straight on, we arrive, with a steep descent, back on the trail.

So I warned that you can go down, but you skip to note 9 (the red dot in the rambla, a dry stream).

Here I show you how to use a CAP command on a relatively straight road but with several forks.



The CAP command (normally used in deserts) indicates a compass direction (e.g. 275°) and a distance as the crow flies.

To reach it you can:

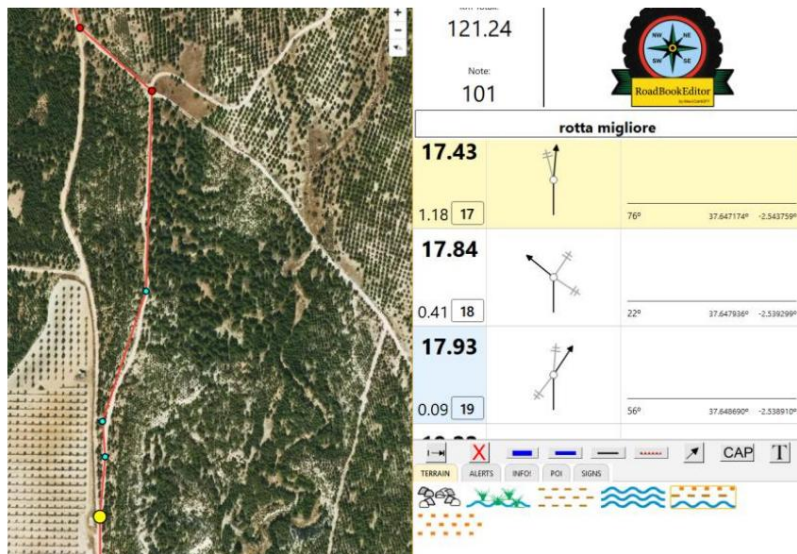
- Enter the postcode and distance into your GPS, thus reaching the safe point.
- Compare the forks in the next note with the ones you encounter, trying to take those that go in the direction most similar to the bearing CAP.

If you notice, I missed an important crossroads and two secondary crossroads in the notes.

The choice of navigator is therefore decisive.

Obviously, this is a simple example. The advantage of the CAP (for the organization) is identifying the right section where to insert the command: it must be possible to follow it, there must be forks in the road, but, with the right decision based on the compass angle, it must be reachable without "guessing."

Another example could be this:



These are two very close forks. With the CAP, you have to follow the correct one to get to note 18 and not 19 (which you would miss and incur a penalty).

Also, this is a classic example where you might not notice you've hit the wrong note: if you look closely, note 18 indicates left, note 19 indicates right.

If you don't check and analyze the cartoon with the forks in the road (different angles) and mistake "fireflies for lanterns", you're already lost.

Therefore, the CAP is a tool to be used carefully, evaluating whether the participants are beginners or expert navigators.

Once finished (or if you decide to complete it "tomorrow"), save it with CTRL+S and open it again tomorrow with CTRL+O.

When you are satisfied with your work, save it (CTRL+S) and print it (CTRL+P).

If you also want to use a GPS, save the track in GPX format with CTRL+G and upload it to the GPS.

Then, with your co-pilot, using the paper roadbook or RB Reader (digital), travel the entire itinerary, noting any corrections to be made on the paper.

For example, if when comparing there are too many meters of difference between the known partials and those of the Tripmaster, once you reopen the roadbook, with the annotations you can search and find the notes with the difference and modify the points by shortening or widening the track without worrying about whether or not you are following the road on the map.

Once everything is correct, you are ready to distribute it, in digital or paper format, at your 4x4 rally.