

CATOCTIN MONTE SCCA REGIONAL RALLY

September 1, 2001

General Instructions

INTRODUCTION

Welcome to the 11th *Catoctin Monte* -
the BRANDED Rally Club of Maryland. The rally is about 100 miles long
complete, and includes a rest break near the end of the rally. You will rally through Frederick County in
Maryland; and Adams and Franklin Counties in Pennsylvania.

The rally has a "Monte Carlo" format. There are no assigned speeds, and you do not stop at timing
controls. The route instructions include the official mileage of the timing control location and the correct
arrival time for each control.

The rally is run in two parts, with a break between each part. Food, restrooms, and fuel are available
near the start, and at the breaks. Dinner will be available after the rally at the Cozy Restaurant in
Thurmont, where awards will be presented as well.

LOCATION

Start: Thurmont Blvd, Thurmont, Maryland

Finish: Cozy Restaurant, 103 Frederick Rd, Thurmont, Maryland 301-271-4301

From Washington, D.C.: 270 North to 15 North, continue on 15 north, Exit at "806 Thurmont" (large
green sign), Right at end of ramp, then straight through traffic light to end of street.

From Baltimore: 70 West to 15 North ... (see above)

From points north: US 15 South to Thurmont, MD, Exit at "806 Thurmont" (large green sign), Left at end
of ramp, then straight through traffic light to end of street.

located at 5579 Spectrum Drive in Frederick, MD. Telephone number is 800-626-9849. Room rates are
\$69 double per night. Make your reservations early for the 20 rooms that will be held until 2 weeks prior to
the event. Mention the SCCA RoadRally to get the special rate. To reach the hotel from the Washington
DC area take I-270 north to Exit 31A onto Route 85. Turn into the Francis Scott Key Mall and the Holiday
Inn Express is on your left after Bob Evans. From either the Baltimore area or the West take I-70 to Exit at
54. Go South at the end of the ramp, get on Route 85, and Left into the Francis Scott Key Mall. Holiday
Inn Express is on left after Bob Evans.

RALLY COMMITTEE

| | |
|--------------------------------------|------------------------------|
| Rally Chairman | Jim Mirrieles (703) 525-6201 |
| Rallymaster | Eric Bloom (703) 313-8245 |
| Rally Steward- <i>Catoctin Monte</i> | Dave Head |
| Safety Steward | Jack von Kaenel |
| Chief of Controls | Marc Ressler |
| Chief of Scoring | Chris Bean |
| Registrar | Steven Schlossman |

SCHEDULE

| | | |
|-----------------------|-------------------------|----------------------------------|
| Saturday, September 1 | 12:00 Noon | Registration |
| | 12:20 PM | Novice Orientation (open to all) |
| | 1:01 PM | Car # 1 departs the start |
| | 5:00 PM (approximately) | Car # 1 finishes the rally |
| | 5:30 PM | Dinner and Awards |

QUESTIONS

Questions concerning these General Instructions must be submitted in writing or via e-mail to: Eric Bloom at 6519 Summerton Way, Springfield, VA 22150 or at catoctin@branded.org.

VEHICLE INSPECTION

Please complete the vehicle self-inspection form and return it to the registration official as soon as possible. You will need to do so in order to receive your route instructions.

CAR NUMBERS AND ORANGE STICKER

Two car numbers will be provided in your packet at registration. A car number should be placed on each of the front doors of your vehicle. The car numbers must be mounted properly to allow the control workers to identify you so that you will be scored correctly at both open and passage controls. Place the Orange sticker contained in the registration packet on the right side of the front bumper of your car.

SCORING AND PENALTIES

Scoring will be done by the rally committee from the control crew timing logs.

| | |
|--|------------|
| * Penalty for each .01 minutes early or late | 1 point |
| * Stopping in sight of a control | 50 points |
| * Maximum penalty for any leg, including backward entry into a Control | 100 points |

If the control crew either waves you in or flashes their lights, come into the control immediately, or suffer the stopping penalty. The control crew decision is final.

OFFICIAL OBSERVER AND CLAIMS COMMITTEE

The names of the official observer and the members of the claims committee for both rallies will be posted at registration.

STARTING INFORMATION

Route instructions will be available from the Registrar when you have completed all the paperwork.

EMERGENCY SIGNS

A lead car will run before the rallies to ensure course integrity. If necessary, the lead car will erect emergency signs. Examples will be on display at registration.

COURSE MEASUREMENT

The *Catoctin Monte* was measured to 1/1000th of a mile in a 1993 Jeep Cherokee with B.F. Goodrich All-Terrain TA inflated to 35 PSI, using a Timewise 798A rally computer connected to the left front (undriven) wheel. The weather was sunny and the temperatures were in the 80s. At intersections, mileages were taken in the following order of preference:

- 1) At a Stop or Yield sign if either exist at the intersection.
- 2) At the road naming sign (but not at a pre-marker), if present on the nearest side of the intersection.
- 3) At the nearest edge of the intersecting road.

TIE BREAKING PROCEDURE

For purposes of awarding trophies only, ties among contestants will be broken using the Lowest Scores method. The car with the most scores of zero (0) will win. If a tie continues to exist, this procedure shall be repeated by incrementing the score (most 1s, most 2s etc.) until the tie is broken.

ROUTE INSTRUCTIONS

The route instructions for this rally are written to help you stay on course. Unofficial information, which is intended to be helpful, is provided in parentheses. Official mileage is provided for most instructions in the Mile column in the route instructions. This is the mileage since the odometer was last zeroed. Unofficial Delta, or interval mileage, from the first specified action of the previous instruction is also provided for most route instructions.

To follow the rally course, perform each action of each route instruction in sequence as soon as the conditions necessary for its execution are met. Each instruction will be performed only once and there is no overlap between instructions. If you cannot perform a course following action of a route instruction at an intersection, proceed as Straight as Possible through the intersection.

Only paved, public roads exist. Unpaved roads do not exist. Do not proceed on an unpaved road in the afternoon. Doing so will be hazardous to your score. Roads marked "No Through Traffic", "Dead End", "No Outlet", "Private Drive", "Road Ends", etc., do not exist. Any road that is clearly private, a driveway, plant entrance, parking lot, etc. does not exist. Exceptions are parking lots and roads used for the start, finish, and breaks. Divided highways are treated as single roads.

Key Times (and the average speeds they imply) have been adjusted in consideration of the conditions of the roads that are used and take into account Stops and any Traffic Lights. Cautions are provided to alert you to situations requiring reduced speed and extra attention. Please take the cautions seriously, they are there for your safety.

TIME ALLOWANCES

You are encouraged to use Time Allowances if you fall behind on the rally, rather than to drive faster than the speed limit and risk an accident or a citation. It will be nearly impossible to make up time if you are delayed by local traffic, or an off-course excursion.

The initial use of a Time Allowance must be taken in a .50 increment, and each successive Time Allowance within a portion must be an even minute (1.00 etc.) in order to remain within a .50 window between the car ahead and the car behind. Once you buy time, you cannot return to your normal time slot.

For all Delays at a Control, please put the exact amount of the delay that you are requesting in the space provided on your Time Allowance form for the control where the delay occurred. The control crew will verify the delay through their visual sighting of all activity at or immediately prior to the timing line of the control. If the delay is caused more than .05 OM prior to the control do not use the Delay at Control procedure; use a Time Allowance instead.

There is no penalty for the use of Time Allowances, unless a team takes more than the maximum time allowance of 19 ½ minutes before lunch, or after lunch. If a team takes more than the maximum 19 ½ minutes before or after Lunch they are ineligible to use any additional Time Allowance to offset a timing penalty.

Each time allowance must be noted on the Time Allowance Request form and turned in upon arrival at lunch and the finish.

After using a Time Allowance, it is possible for two cars to have the same adjusted perfect arrival time. If you find yourself on another car's bumper and you are the car that is behind, take an additional time allowance of 1.00 minute to maintain the .50 window for safety considerations. If doing so causes you to exceed your time allowance limit for that portion of the rally, you may file a claim to remove any resulting penalties that may arise from these circumstances. Be advised that you may need some corroboration from other contestants who participate in the circumstances that result in the excessive delay.

CONTROL PROCEDURES

The rally uses Passage Controls. Do not stop at Controls, the timing is continuous. Time lost on a leg must be made up on the following Leg (See Time Allowances above). A checkpoint sign on the right side of the road identifies the timing line of the Control. Some checkpoint signs may be mirror boxes and many will be smaller signs, a sample of which will be on display at registration. These signs will be attached to any available support; trees, utility poles, road signs, stakes, or they may be on the ground. Controls may be located on a variety of roads, some unpaved, and some with double yellow lines.

The control locations are identified by numbered route instructions that contain the word "Control" followed by its number and "Key Time" followed by a Time-of-Day. The times are shown in hours, minutes and 1/100's of minutes. An Official Mileage is always given and the Key Time is the correct arrival time for Car # 0. Add your car number in minutes, and any Time Allowances, to the Key Time to get your perfect arrival time at the control.

Controls may be either manned or unmanned, and the control crew may be on either side of the road, and it may not be obvious which are which. At manned controls, the Control workers will note in their Log the exact arrival time for each car as its front wheels pass the timing line and the checkpoint sign. There are more control locations listed in the route instructions than there are manned controls, so it is possible that the checkpoint sign at an unmanned control may no longer be at the location. There will always be a checkpoint sign at a manned control location.

Some controls are located on roads with a posted speed limit of 25 miles per hour.

GLOSSARY

After At the first opportunity beyond the reference cited in the instruction.

Water Break A place in the road where water run-off has eroded the road. SLOW DOWN!

Key Time- The perfect arrival time for Car #0 at a Control or the official departure time for Car #0 at a specified location other than a Control, such as at a break. The correct arrival time for each car that has not used a Time Allowance is equal to the Key Time plus the car number in minutes.

SOL- Used in the body of a NRI to denote that a quoted sign, a road naming sign, or a landmark will appear on the left of the rally course if the sign or landmark is particularly hard to see. The use of SOL in the NRI is not a required pre-condition for a turn, it is helpful information to ensure that you can easily follow the rally course.

MONTE CARLO RALLY TECHNIQUES: In a Monte Carlo rally your object is to get to each control at the correct arrival time for your car. The remainder of this document is **unofficial** and is provided to help you in doing well in this event.

It may help to set your clock to Car 0 time (Time-of-day minus your Car #). You now have less arithmetic to do — your clock will match the key times.

There are no assigned speeds. You know where the controls are. Some experienced competitors proceed to a point short of the next control. If there is time to stop, they wait there until the appropriate moment to drive into the control at a moderate speed. 0.5 miles short with an entry speed of 30 MPH (2.00 minutes per mile) means leaving the stop point one minute before your due time. Some controls are on very narrow roads and 30 MPH may not always be safe. 0.4 miles at 24 MPH (2.50 minutes per mile) also equals one minute. Remember that you may not stop within sight of a control, unless you are in an intersection. Use caution when stopping — you must find a safe place to stop. Many roads will have non-rally traffic that will need to get by you. Other rally cars may want to pass, and then you may pass them again before entering the control. (They picked a different location to stop.)

You will need to read ahead in the route instructions in order to get good scores. Some control locations may be located close to intersections, or in areas of varying road conditions, and it may not always be possible to drive into the control at a constant speed.

If you drive at the speed limit, and obey stop signs and other traffic regulations, you will be approximately on time.

In general, if you are passing other rally cars, you are probably driving too fast. If other rally cars are passing you, you may be driving too slowly (but don't feel obligated to go faster than you are comfortable with).

Bought Time Request -- Instructions

Basics: In the usual Time-Speed-Distance format, you have a time-of-day restart after each control (the "out time"), so time lost on a leg does not have to be made up on the next leg. In the Monte-Carlo format of this rally you do not stop at controls, any time lost must be made up. Many of the roads used are narrow, and safe passing will often not be possible. If you are delayed by an off-course excursion or local traffic, it will usually not be possible to make up the time except by dangerous or illegal driving.

Bought time is the solution to this problem. It is easy to "buy" time: carefully fill in the Bought Time Request Sheet, and hand it to the Scorer at the lunch break and at the end of the rally. The "cost" (scoring penalty) of buying time is very low: equal to your adjusted timing error (possibly 0) up to a maximum of 20 points. You are urged to use Bought Time rather than drive illegally or recklessly.

For example: You miss a turn on the course. When you realize this, the time is 10:14.70 (10:14 and 70 1/100's). Turn around (cautiously) and return, driving at the same speed, to the location where you should have turned. When you reach the correct place, the time is 10:16.90. It took 0:02.20 to return, for a total off course time of 0:04.40 (because you returned at the same speed). You need to buy 4.50 minutes. Wait 0.10 minutes, and then proceed on course. On the Bought Time Request Sheet, enter 4.50 (as the amount of this buy) in the Buy Time column for the next control. Don't rush; you can buy an additional minute if you need it. Instead of waiting 0.10 minutes, wait 1.10 minutes, and buy 5.50.

The minimum and maximum amounts of time that can be bought are 0.50 and 19.50 minutes respectively. If you are 20 minutes or more late, you cannot buy time. Bought time is reset at the lunch break, so you can buy up to 19.50 minutes before lunch, and up to 19.50 minutes after lunch.

How Bought Time Works: For each control add your car number to the Key Time to get your correct arrival time. This number plus your bought time equals your adjusted correct arrival time. This adjustment, once made, applies to all subsequent controls until the lunch break or the end of the rally. The penalty (if any) is applied only once per buy at the next manned control. Multiple buys before a single manned control will be consolidated into a single buy. In summary, to determine your correct arrival time, add the bought time, and your car number, to the Key Time.

A Potential Problem: After buying time, it is possible for two cars to have the same adjusted arrival time. If Car 2 buys 4.50 minutes, and Car 4 buys 2.50 minutes, both cars will be adding 6.50 to the Key Time. The result is that both cars will be trying to be in the same place at the same time. The solution is for one of the cars to buy an extra minute. Usually the second car in line will be the first to realize that it needs to drop back a minute. Do not tailgate! There is no added penalty for buying an additional minute. Remember that you may not stop within sight of a control.