

Catoctin Monte Regional Rally

August 31, 2002

General Instructions

A. GENERAL INFORMATION

SCHEDULE

August 31, 2002	Catoctin Monte Regional Rally
12:00noon	- Registration
12:30pm	- Novice School (open to all competitors)
1:31pm	- First Car Begins
5:00pm	- First Car Reaches Summit Point (approximate)
7:30pm	- Preliminary Scores Posted (approximate)

START/FINISH

Start: Thurmont Blvd, Thurmont, Maryland

Finish: Summit Point Raceway, Summit Point, West Virginia (www.summitpoint-raceway.com)

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.

CLASSES: Equipped, Limited, Stock, Novice, Historic

OFFICIAL OBSERVER/CLAIMS COMMITTEE. The names of the official observer and the members of the Claims Committee for each rally will be posted at Registration.

POLICE SURVEILLANCE. The Maryland, Virginia, and West Virginia State Police have been advised of the rally. Competitors may expect police surveillance and should act accordingly. Please note that radar detectors are illegal in Virginia.

QUESTIONS. Questions will be answered at the novice school.

RALLY COMMITTEE

Rally Weekend Chairman	Jim Mirrielees
Honorary Chairman (BRM)	Jean Hutson
Catoctin Monte Rallymaster	Eric Bloom
Rally Steward (Catoctin)	Chris Bean
Blue Ridge Memories Rallymaster	Jack von Kaenel
Rally Steward (BRM)	Jim Friedman
Safety Steward	Jim Mirrielees
Course Marshall	Marc Ressler
Control Captain	Dave Head
Rally Registrar	Chris Bean
Official SCCA Precheck (Catoctin)	Jack von Kaenel/Jim Friedman
Official SCCA Precheck (BRM)	Dave Head/Chris Bean

B. ADMINISTRATION

1. REGISTRATION. Registration will be conducted at the start. The presence of both crew members is required for registration.

2. VEHICLE INSPECTION

Complete the Safety Check form and return it to registration. The safety check will be conducted by self-inspection. Car numbers will be placed on both front doors below the window. The Dayglo sticker provided will be placed on the right front of the vehicle. Your car numbers must be handed in at the end of the rally to complete the rally.

3. STARTING PROCEDURE.

Route instructions will be issued at the start. The start time will be 1:30pm plus your car number in minutes. Note that car numbers will begin at approximately 20. Once you are satisfied with the completeness and legibility of the instructions you are issued, you are free to leave. The start of the rallies is at the metal light pole with the number "248" near the end of Thurmont Blvd.

C. THE RALLY

1. OFFICIAL MEASUREMENT

The course was measured with a Zeron Rally Odometer run off the odometer cable of a '92 Plymouth Laser AWD using Bridgestone P205/55 R16 tires at 32 psi (cold) and was set to read approximate statute miles. The course was measured at rally speeds on a dry, partly sunny day with temperatures around 90 degrees.

2. MILEAGES

Mileages at intersections were taken at the Stop or Yield, if present; in the absence of a Stop or Yield, the apex (BRM only) or the center of the intersection was used. Where the sign had appreciable depth, the leading edge was used.

3. TIMING CONTROLS/CONTROL DATA SHEETS

The rally uses Passage Controls. Do not stop at the controls. The times to every Control are provided in the Route Instructions.

4. FREE TIME ALLOWANCES

There are no penalties for the use of Time Allowances unless a team takes more than 19 ½minutes before Lunch, or 19 ½minutes after Lunch and before the Track Section. If a team takes more than these maximum Time Allowances during the described periods they are ineligible to use any additional Time Allowance during the period to offset a timing penalty.

After using a Time Allowance, it is possible for two teams to find that they are both in the same .50 window. If you are the car that is behind simply take another 1.0 minutes Time Allowance for safety's sake. If doing so causes you to exceed your time allowance maximum for the time period you may file a claim to remove resulting penalties that may arise from such circumstances. Be advised that you may need some corroboration from other competitors who participate in the circumstances that cause the excessive delay.

5. EMERGENCY SIGNS

A lead car will run prior to the contestant's cars on each rally to ensure course integrity. If necessary, the lead car will erect emergency signs. Examples will be on display at registration.

6. SCORING AND PENALTIES

Official scoring will be done by the rally committee from the control crew timing logs. The penalties for each rally are as follows:

* Penalty for each .01 minutes early or late	1 Point
* Creeping or Stopping in sight of a control (see below)	50 Points
* Maximum penalty for any leg	100 Points

Creeping is defined as stopping in sight of a control. The control crew decision is FINAL. Competitors will be officially notified later if they have received a creeping penalty.

7. TIE BREAKING PROCEDURE

For purposes of awarding trophies only, ties among competitors 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 1's, most 2's etc.) until the tie is broken.

8. GLOSSARY (including Abbreviations)

BFZ	Begin Free Zone
BTZ	Begin Transit Zone
EFZ	End Free Zone
ETZ	End Transit Zone

FZ	Free Zone
NRI	Numbered Route Instruction
RI	Route Instruction
SOL	Sign On Left
U-turn	Change course by 180 degrees. This action need not be executed at an intersection.

SPECIFIC GENERAL INSTRUCTIONS FOR THE CATOCTIN MONTE

INTRODUCTION- Welcome to the 12th annual Catoctin Monte, sponsored by the WDC Region SCCA and co-sponsored by the BRANDED Rally Club of Maryland. The rally is about 105 miles long and will take about 4 ½ hours to complete, and includes two rest breaks.

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 three sections, with a break between each section. The final section will be run on the Summit Point racetrack, and is referred to as the Track Section. Speeds on the Track Session will be moderate; no special equipment is needed.

Food, restrooms, and fuel are available near the start, and at the first break. Dinner will be provided for all competitors (driver and navigator) at the track. Your entry fee includes dinner.

1.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. This is our interpretation of the principal road.

Only paved public roads exist. Unpaved roads do not exist. Do not proceed on an unpaved road. Doing so will be hazardous to your score as you will be off-course. 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 the parking lots and roads used for the start, finish, and breaks of this rally. 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.

Route instructions will be reset to NRI 1 at the start of the Track Section.

2. TIME ALLOWANCES - Time Allowances must be noted on your Time Allowance Request Sheet and turned in immediately upon your arrival at the Track Section, in order for your request(s) to be approved. You will have 19.5 minutes of Time Allowance available.

Any time allowance is automatically canceled immediately before the Track Section. This is the only place that a time allowance may be canceled -- you cannot return to your previous slot at any other time. Your correct arrival time at the first Control in the Track Section will again be the Key Time plus your car number. Your correct arrival time at the controls in the Track Section is described below – see Track Section Timing.

There are no Time Allowances in the Track Section.

For all Delays at Control, such as another rally car or other hazard, 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 miles prior to the control do not use the Delay at Control procedure; use a Time Allowance instead.

3. 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 with double yellow lines.

Each Control location is identified by numbered route instruction 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 hundredths (1/100) 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. The Control crew may be on either side of the road. It may not be obvious which Controls are manned. At manned Controls, the Control workers will note in their timing 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.

TRACK SECTION PROCEDURES: The final section of the Catoctin Monte will take place on the racetrack at Summit Point, West Virginia. As you enter the track (specific instructions will be provided by a rally official as you enter the track), proceed to the Parking Area.

The Official Start Time of the Track Section depends on the racing schedule at the track, and will be announced as soon as possible, and provided to each car. After the announcement of the Official Start Time of the Track Section, proceed to the Staging Area in car number order. A rally official will confirm the start time and clear you to begin the section. The starting official will confirm your time in writing and you will start the Track Section at the beginning of a minute (__.00). Do not begin the Track Section, or enter the racetrack without a specific instruction from a rally official.

TRACK SECTION TIMING: Controls in the Track Section use Relative Key Times. The control locations are identified by numbered route instructions that contain the word “Control” followed by a “Relative Key Time.” The times are shown to minutes and 1/100’s of minutes. (For example, .57 means .57 minutes past the Official Start Time of the Track Section.) An official Overall Mileage is always given. Your correct arrival time at each timing control is the sum of YOUR official start time of the Track Section and the Relative Key Time. Remember that there are no Time Allowances in the Track Section.

Glossary

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.
Relative Key Time	The Official Elapsed Time from the start of the Track Section at a Control. The correct arrival time at a control is your Official Start Time of the Track Section plus the Relative Key Time.
Traffic Circle	When a route instruction includes the phrase ‘Enter Traffic Circle’, you must proceed to the right when you enter the traffic circle. From that point, the principle road curves to the left to follow the traffic circle. A route instruction containing the phrase ‘Exit Traffic Circle’ is the only way to leave. (Without an Exit Traffic Circle instruction, you would drive counterclockwise forever.)
Jog	A turn in the specified direction at a T, followed by a turn in the opposite direction at the next opportunity.