

2010 Catoctin Monte Regional *RoadRally*

October 23, 2010

General Instructions (GIs)

A. GENERAL INFORMATION

1. PHILOSOPHY

The Washington DC Region is proud to host the 2010 US Road Rally Challenge (USRRC). Our theme for this year's challenge is the Civil War, with events taking contestants near the battlefields at Gettysburg and Antietam. As part of this weekend, we are offering the Catoctin Monte as a regional event for those wishing to run just the afternoon. These General Instructions are for those contestants, and have been extracted from the master GIs for the USRRC weekend.

2. START

The rally begins at the McDonald's in Knoxville, MD just south of US 340 and MD 17. Exit US 340 on MD 17 South, and exit roundabout at first opportunity to reach the McDonald's located at 854 Jefferson Pike, Knoxville, MD 21758.

3. SCHEDULE

Saturday, October 23, 2010 Catoctin Monte Regional Tour Rally

12:00pm – 12:45pm	-	Registration
12:55pm	-	First regional car (#25) begins odometer check
1:25pm	-	First regional car (#25) begins competitive rally
5:25pm	-	Car #25 Finishes Rally (approximate)
5:30pm	-	Dinner at the Braddock Inn (provided)
6:00pm	-	<i>RoadRally</i> Board Town Hall Meeting
7:00pm	-	Scoring/Awards (approximate)

4. POLICE SURVEILLANCE

The Maryland and Pennsylvania State Police as well as County Sheriffs have been advised of the rallies. Competitors should expect police surveillance and should act accordingly.

5. QUESTIONS

Any questions based on these general instructions may be asked at registration.

B. ADMINISTRATION

1. REGISTRATION

The presence of both crew members (not necessarily together) is required for registration. All SCCA members will be required to show proof of membership. Non-members will have to fill out a weekend membership form. The driver for each team must present a valid driver's license.

2. VEHICLE INSPECTION

Complete the Vehicle Inspection/Emergency Notification form that is included in your registration packet and return it to the registration team before leaving. The safety check will be conducted by self-inspection. The provided Day-Glo sticker should be placed on

the passenger-side front bumper of the vehicle. Car numbers should be placed on both sides, and returned at the end of the rally.

C. GENERAL INFORMATION ON THIS RALLY

1. OFFICIAL MEASUREMENT

The course was measured at slightly faster than rally speeds, with odometer factors set to approximate statute miles. The rally was measured with an Alfa Elite Rally Computer run off the left rear wheel of a 2004 Subaru Outback AWD with tires at 33 psi (cold). The weather was sunny with temperatures in the 80s and 90s.

2. MILEAGES

Mileages were measured to thousandths of a mile (0.001). Calculations were based upon those mileages, and only total leg times were truncated to the hundredth of a minute (0.01). Mileages at intersections were taken at the first available of the following:

1. At the Stop or Yield controlling the rally vehicle,
2. at the white line at the beginning of the intersection,
3. at the road naming sign at the right near edge of the intersection, or
4. at the leading edge of the intersection

3. TIMING CONTROLS / CONTROL DATA SLIPS

The Catoctin Monte will use passage controls exclusively. There will be no control data slips since the true times and mileages to every potential and actual control are provided in the Route Instructions. Controls may be located in or near No Passing Zones

4. FREE TIME ALLOWANCES

The Time Allowance procedure is defined below. There are no penalties for the use of Time Allowances unless a team takes more than 19½ minutes. If a team attempts to take more than this maximum total Time Allowance any Time Allowance beyond 19½ minutes will not be granted. After using a Time Allowance, it is possible for two teams to find that they are both in the same ½ minute window. If you are the car that is behind, please take an additional 1.00 minute Time Allowance for safety's sake. If doing so causes you to exceed your maximum allowed Time Allowance for the rally segment, you may file a claim to request waiver of this limit. 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 contestants' cars on each rally to ensure course integrity. If necessary, the lead car will erect emergency signs. These signs will be large yellow plastic plates containing information you should heed (such as the text of a missing sign, an arrow indicating the route, or the number of an NRI to execute there).

6. SCORING AND PENALTIES

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

- 1 point for each 0.01 minute early or late
- 10 points for creeping or stopping in sight of a control
- 25 points maximum for any leg

Creeping is defined as traveling at less than 10 miles per hour. Some controls will contain a “speed trap”, where we will time contestants at the start of the speed trap, and again at the control timing line. If teams do not average at least 10 miles per hour within this trap, the creeping penalty will be assessed. The length of the speed trap will not exceed 0.10 miles. The presence of the speed trap will likely not be obvious to the contestants. For all controls, the stopping penalty will be assessed if the control crew can see that the wheels on the contestant’s vehicle are not moving. These penalties will be assessed at scoring, and the decision of the control crews is FINAL. There will be **NO** warning given before the penalty is assessed (i.e. no wave-in nor flashing of lights). Just don’t do it!

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. Any resultant tie shall be broken in favor of the car that had the lowest score on leg 1, leg 2, etc. until the tie is broken.

8. GLOSSARY (including Abbreviations)

The following definitions and abbreviations are common to USRRC rallies. They may not all be used on the Catoctin Monte Regional:

BFZ Begin Free Zone.

BTZ Begin Transit Zone.

Caution! Used to make competitors aware of potentially dangerous situations along the rally route. More details are provided after the word Caution (e.g., Caution! Single lane road ahead!). The caution and information following it is unofficial, and not course directing.

Each Any number of the referenced item (including zero).

EFZ End Free Zone.

ETZ End Transit Zone.

Jog A turn in the specified direction at a T, followed by a turn in the opposite direction at the first opportunity.

- 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 restart following a break. The correct arrival time or departure time for each car is equal to the Key Time plus their car number in minutes (plus any time allowance the team is claiming at that point).
- Pictorial** A governmental road sign with a yellow background displaying a picture that is fully described by the words prior to the word pictorial (e.g., Rider on Horse Pictorial, Pavement Ends Pictorial, Stop Ahead Pictorial).
- Sleft** Straight or left. Note that a straight, slight left, 90 degree left, or acute left all fit this definition.
- Sright** Straight or right. Note that a straight, slight right, 90 degree right, or acute right all fit this definition.
- (SOL)** Sign On Left. This is not necessary for execution, but is given in parentheses to assist teams in getting through the course.

SPECIFIC GIs FOR THIS RALLY

1. INTRODUCTION

Welcome to the Catoctin Monte, sponsored by the WDC Region SCCA and co-sponsored by the BRANDED Rally Club of Maryland. The rally is about 100 miles in length, takes about 4 hours to complete, and includes a short break.

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 at each passage control.

The rally is run in two segments, with a break between each segment. The finish and awards banquet is at the Braddock Inn in Braddock Heights, MD.

Food, restrooms, and fuel are available at the start, break, and finish.

2. 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. Note these deltas may appear 0.01 off from the official mileage due to the fact the deltas were calculated using 0.001 mileages.

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 Straight as Possible through the intersection. This is the principal road used in this rally.

Only paved public roads exist. Do not proceed on an unpaved road at any time during the day. Doing so will be hazardous to your score as you will be off-course. Numerous roads in the area regularly undergo “chip/seal” maintenance, and should be considered as paved.

Key Times (and the average speeds they imply) have been adjusted in consideration of the conditions of the roads that are used and they take into account Stops and any Traffic Lights. In general, they assume travel at or just under the posted speed limit, with pauses for busy intersections. 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.

3. TIME ALLOWANCES

Time Allowances at each control will be automatic based upon the best score possible for the contestant. No forms need be turned in, except in the case of a Delay at Control (such as interference from local traffic right at the control). In that case, please put the exact amount of your delay on a piece of paper with the control number and your car number and turn it in to a scoring crew member at either the lunch break or at the finish restaurant, in order for your request(s) to be approved. In addition, please honk to the control crew so they can 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 0.10 miles prior to the control, use a Time Allowance instead of a Delay at Control. Note that you must make up this special delay at control time prior to your arrival at the next control (or continue to take an appropriate TA).

Time allowances can be “sold back” at any point in the rally, either partially or in full (as long as you are either traveling at your assigned time, or at a valid TA time (e.g., ½, 1 ½, 2 ½ minutes, etc.)). Please note that it will be difficult to make up time during most segments of the rally. You should have time to get back into your original position, however, at each of the breaks.

For clarity, the correct arrival time at a control is the Key Time + Car Number + TA of 0, ½ minute, 1 ½ minute, 2 ½ minutes, etc. up to 19 ½ minutes.

4. 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 posted on the right side of the road identifies the timing line of the Control. These signs will be attached to any available support (trees, utility poles, road signs, stakes) Controls may be located on a variety of roads, including some with double yellow lines and some with a posted speed limit under 30 mph.

Each Control location is identified by a Numbered Route Instruction that contains 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 as determined by the checkpoint sign (and in some cases, by a timing hose on the road at that location). 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.