

# **Catoctin Monte (NTR) and Blue Ridge Memories (NCR) Labor Day Weekend Double National Rallies**

**August 31 and September 1, 2002**

## **General Instructions**

### **A. GENERAL INFORMATION**

#### **1. PHILOSOPHY**

The Catoctin Monte National Tour Rally and the Blue Ridge Memories National Course Rally will use Dulles, Virginia as a headquarters and the events will provide a superb rally weekend for all national and regional competitors. Last years Catoctin Monte won both the Best New National Rally and the Outstanding National Tour Rally. It was a low scoring event, over terrific country roads and the 2002 edition will traverse roads in Virginia, Maryland and West Virginia and end with timing controls on the track at Summit Point, West Virginia. Blue Ridge Memories will be Jack von Kaenel's inaugural event as a national rallymaster; his event will reprise and pay tribute to both the late Earl Hutson's Virginia Creeper and the legendary Bob Ridges Memorial rally (the original BRM). Part of the National Course Rally Championship, the BRM will be a map-based "tourap" rally, allowing competitors to enjoy the best of tour and trap rallying over scenic roads in the shadow of the Blue Ridge Mountains in Virginia's northwest Piedmont. Speeds on both events will be moderate to brisk; paved roads will be the norm, although the BRM will be about 15% unpaved. The passage (closed) control format will allow both rallies to cover maximum ground at a controlled pace. The BRM will also use DIYCs.

#### **2. GOVERNING REGULATIONS**

Both rallies will be run in accordance with the 2002 SCCA RoadRally Rules (RRRs) as modified and/or amended by these General Instructions and any addenda. An entry in the rally signifies the participant's familiarity with the RRRs and an agreement to be bound by them. Copies of the RRRs are available from the SCCA merchandise department at 9033 E. Easter Place, Englewood, CO 80112; or at 800-770-2055 or at 800-770-2055. The price is \$15 for SCCA members and \$20 for non-members.

#### **3. SCHEDULE**

##### **August 30-2002                      Labor Day Rally Weekend Welcome/Registration**

6:00pm – 9:00pm                      -                      Welcome and Registration

##### **August 31-2002                      Catoctin Monte National Tour Rally**

7:00am – 7:30am                      -                      Late Registration (by prior arrangement only)  
7:31am                                      -                      First Car Receives Route Instructions  
8:01am                                      -                      First Car Off  
5:00pm                                      -                      First Car Reaches Summit Point (approximate)

7:30pm - Preliminary Scores Posted (approximate)

**September 1-2002                      Blue Ridge Memories National Course Rally**

6:30am-7:00am - Late Registration (by prior arrangement only)  
7:01am - First Car Receives Route Instructions  
7:31am - First Car Off  
3:00pm - First Car Finishes (approximate)  
4:00pm - Preliminary Scores Posted (approximate)

**4. HEADQUARTERS**

**Courtyard by Marriott**

Dulles Town Center  
45500 Majestic Drive  
Dulles, VA 20166  
(800) 321-2211 or (571) 434-6400  
\$59.00 / night + 9.5% tax - Single / Double  
20 Room Block Reservation release date: 8/16/02

To make a reservation at the headquarters hotel simply call either 800-321-2211 or 571-434-6400 and mention the SCCA RoadRally and ask for the special room rates.

To reach the hotel from the closest airport, Dulles, leave the airport going toward Washington and exit on VA 28 North and proceed for about 5 miles. Right on Dulles Center Blvd. and then Left on Majestic Dr. To reach the hotel coming from Washington, DC on Route 7 turn left into the Dulles Town Center, turn right on Dulles Center Blvd, and then right on Majestic. If you are coming from Leesburg on Route 7 turn right into Dulles Town Center and follow directions in the previous sentence. From the North or the South get on the Washington Beltway (495) and follow around and exit on VA 267 (Dulles Toll Road) towards Dulles Airport and then follow directions above.

**5. CLASSES.** Classes will be as per the 2002 RRRs.

**6. 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.

**7. 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.

**8. QUESTIONS.** The events will be conducted in accordance with the 2002 Road Rally Rules (RRR) as amended by these general instructions. Any question based on these general instructions may be addressed, in writing, to the Rally Chairman, Jim Mirrieles at 2175 N. Pierce St., Arlington, VA 22209 or via e-mail at [Blueaegmedia@cs.com](mailto:Blueaegmedia@cs.com). Such questions must be received prior to August 26, 2002. Questions should be written so that they can be answered by a "Yes," "No," or "Does not occur" (DNO).

## **9. 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 rally headquarters. The presence of both crew members is required for registration.

### **2. VEHICLE INSPECTION**

Complete the Safety Check/Emergency Notification 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 and SCCA Rally Championship decals must be handed in at the end of the rally to complete the rally.

### **3. STARTING PROCEDURE.**

Route instructions will be issued at the rally headquarters room of the Courtyard by Marriott 30 minutes prior to your official start time. The start time will be in accordance with the GIs. 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 Stop at the exit from the Courtyard by Marriott parking lot to your right as you walk out of the hotel's main entrance.

## **C. THE RALLIES**

### **1. OFFICIAL MEASUREMENT (Art 17)**

The course for the Catoctin Monte 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. The course for the Blue Ridge Memories was measured with a Timewise 798A Rally Computer set to read approximate statute miles and run off the left rear (undriven) wheel of a 1993 Buick Regal using Goodyear Invicta GSP205/70 R15 tires at 32 psi (cold). The course was measured at rally speeds-- a dry sunny day with temperatures rising steadily from around 70 to about 84 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. In the BRM route instructions, some mileages have been given to the thousandth; these are always to a sign. A “Delta” column has also been provided in the BRM route instructions; where provided, the mileage in this column (in tenths of a mile) is intended to alert competitors to situations where the distance between consecutive NRIs is less than a mile.

## **3. TIMING CONTROLS/CONTROL DATA SHEETS**

Both rallies use Passage Controls. Blue Ridge Memories will also use DIYCs. There will be no Control Data Sheets for the Catoctin Monte, since the True Times to every Control are provided in the Route Instructions. On Blue Ridge Memories, you will receive Control Data Sheets containing True Times, Official Mileages, calculations and unofficial critiques at “Time Sale” at the end of each segment (prior to breaks or the finish of the rally).

## **4. FREE TIME ALLOWANCES (Art 21)**

Article 21, Section C is modified so that there are no penalties for the use of Time Allowances unless a team takes more than 19 ½ minutes before Lunch on either rally, or 19 ½ minutes after Lunch and before the Track Section on the Catoctin Monte and after Lunch on Blue Ridge Memories (\*Sanction exception 21.C). 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 for both rallies; additionally, for the BRM only, DIYC slips handed in at “Time Sale” will be used to score each DIYC. The penalties for each rally are as follows:

	Catoctin Monte	Blue Ridge Memories
* Penalty for each .01 minutes early or late	1 Point	1 Point
* Creeping or Stopping in sight of a control (see below)	50 Points	25 Points
* Maximum penalty for any leg	100 Points	25 Points

*For Catocin Monte, creeping is defined as stopping in sight of a control. For Blue Ridge Memories, creeping is defined as traveling less than one-half of the assigned CAST in sight of a control unless taking an instructed pause or evaluating an intersection.* If the control crew either waves you in or flashes their lights, you must accelerate briskly to cross the timing line or to attain and maintain a speed greater than one-half of the current CAST in order to avoid a creeping penalty. 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)**

The following definitions and abbreviations are common to both rallies:

<b>BFZ</b>	Begin Free Zone
<b>BTZ</b>	Begin Transit Zone
<b>EFZ</b>	End Free Zone
<b>ETZ</b>	End Transit Zone
<b>FZ</b>	Free Zone
<b>NRI</b>	Numbered Route Instruction
<b>RI</b>	Route Instruction
<b>SOL</b>	Sign On Left
<b>U-turn</b>	Change course by 180 degrees and proceed in the opposite direction. This action need not be executed at an intersection.

## **SPECIFIC GIs FOR THE CATOCTIN MONTE ONLY**

**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 225 miles long and will take about 8 ½ hours to complete, and includes a lunch break and three shorter 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 five sections, with a break between each section. The lunch break is in Thurmont, Maryland. The fifth 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 each of the breaks. 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. 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.

Route instructions will be reset to NRI 1 after the lunch break and at the start of the Track Section.  
(\*Sanction Exception 23.A.1)

**2. TIME ALLOWANCES** - Time Allowances must be noted on your Time Allowance Request Sheet and turned in immediately upon your arrival at the lunch break, and at the Track Section, in order for your request(s) to be approved. You will have 19.5 minutes of Time Allowance available until the Lunch Break and 19.5 minutes from the restart after the Lunch Break until you complete the fourth section, prior to the Track Section.

Any time allowance is automatically canceled at the lunch break, and immediately before the Track Section. These are the only places 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 following the lunch break will again be the Key Time plus your car number. You may take a time allowance again, as though you had never had taken one before. 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 (\*Sanction Exception 21.A)

For all Delays at Control (See Article 21 E of the RRRs) 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.

**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. (\*Sanction Exception 16.C).

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 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 in your Route Instructions), 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.

### Sanction Exceptions:

Route instructions reset after lunch and at start of track sections. (21.A.1.b)	Some controls may be in no passing zones (16.C)
May have less than 24 controls and less than 18 passage controls (4.B.1)	No Time Allowances in Track Section for Safety Reasons (21.A)
No penalty for time allowances (21.C)	



# **SPECIFIC GIs FOR THE BLUE RIDGE MEMORIES NATIONAL COURSE RALLY ONLY**

## **A. PHILOSOPHY OF THE EVENT**

Blue Ridge Memories (BRM) is a “tourap” rally that incorporates aspects of both tour and course rallying. While a map-based course rally, the BRM will frequently use identified trap-free (but NOT control free) zones, to allow competitors to enjoy the twisting roads of Loudoun, Fauquier, and Clarke Counties in Northern Virginia without the additional challenge of trap hunting. Speeds will be moderate to brisk over mostly paved (less than 15% unpaved) roads. Arrival at every control will not be difficult, but precise map reading, alert driving, and error-free calculation will be necessary for good scores. The passage (closed) control format will keep the rally moving at a steady pace. Key Times (KT) and Official Mileages (OM) will allow updates throughout the rally.

The rally route between Map Points will be defined primarily by the use of roads designated in a string of consecutively listed route numbers; these numbered routes delineate a unique route when connected on the Official Map provided (\*Sanction Exception 25.A). In addition, the rally will use Numbered Route Instructions (NRIs) that will be exact and unambiguous, both before and between map points, that may cause you to change your route and/or timing. Lettered Route Instructions (LRIs) will also be used that may cause you to change your route and/or timing unexpectedly. Think of these as detours or shortcuts.

## **B. THE RALLY**

### 1. Conventions

Numbered Route Instructions (NRIs); Lettered Route Instructions (LRIs); and Designated Roads (numbered routes as they are depicted on the Official Map) will be used to define the course. (\*Sanction Exception 25.A). Official Mileage and a Key Time (KT) will be given in the RIs for the start of each segment. You should calculate your correct departure time by adding your car number, in minutes, to the Key Time (KT).

Other Official Mileages (OMs), as well as Key Times (KTs), will be provided several times per segment. When provided, KT's will include a Pause of at least 0.75 minute. The KT and its associated OM are definitive, using no fractional parts beyond what is shown.

You should calculate your departure time as above, plus any time allowance, except for Delays at Checkpoints (D/C) for the current segment. A Free Zone will exist for 0.20 miles after each Key Time. Please move forward so as not to block the mileage reference. You may have to wait at some Key Times for several minutes to allow for the difference between on course and off course control arrival times.

In addition to Article 25, Section B, the following roads do not exist:

Roads that are shown as having no other outlet (dead end) on the Official Map.

### 2. Route Following

**A. This rally will not use a main road (\*Sanction Exception 24.B).**

## **B. Route Following Priorities**

1. Execute an Emergency Instruction. A sample emergency sign will be posted at registration.
2. Execute a specified action referenced to an Official Mileage if it occurs at that mileage.
3. Execute any active Lettered Route Instruction (LRI). (See C and D below.)
4. Execute the next Numbered Route Instruction (NRI). (Competitors are reminded of their responsibility to execute each route instruction (or part thereof) at the first opportunity.)
5. Follow the rally route as depicted by numbered routes as they appear on the Official Map. (See E below.)
6. Straight as Possible. (When not map following. See D below.)

## **C. Lettered Route Instructions (LRIs)**

LRIs will be found in a box located within an NRI (\*Sanction Exception 25.A.1.a). All the LRIs within a box become eligible for execution along with the NRI containing them and may be executed once, more than once, or not at all. LRIs remain eligible for execution until: explicitly canceled by an LRI, including itself; explicitly canceled by an NRI; or upon beginning a new segment.

## **D. Map Following**

The Official Map for the rally will combine portions of the General Highway Maps for Loudoun, Clarke, and Fauquier Counties. It is a convenient single page map sheet onto which the relevant portions of these maps have been "Xeroxed." The official map will contain all the map information needed for the rally and will indicate the location of the map points used in the rally. Actual General Highway Maps will NOT be issued. From receipt of route instructions to the completion of the timed portion of the rally, the use of all other maps is expressly prohibited; a violation of this prohibition will result in disqualification. You will have to use normal map reading skills and the power of observation to follow the correct rally route. A small magnifying glass may be helpful in reading small numbers and route details on the map. Additional detail for several map areas is provided on insets. While insets may be helpful in traveling through built-up areas, their use is not necessary to the correct following of the rally route.

For purposes of this rally, a numbered route on the map links its shields, boxes, or other identifications (if it has more than one to link) and continues past its last (or sole) identification until the road classification (based on the map's legend) used to depict it: ends; reaches an intersection at which it becomes the pathway of a different numbered route; or reaches a T from which that road classification continues to the left and the right.

The route defined by an NRI-directed string of route numbers, when plotted on the map, is to be considered correct, even though actual roads (on the ground) may not have route number signs posted at every intersection where you are expected to follow the course. Some may even have

route numbers posted that do not agree with the map. You will need to keep track of your location on the map by miles traveled, intersections passed, streams crossed, etc. Map mileages, while quite good, are not exact Official Miles. You may have to look ahead, on the map, to locate the next numbered route in order to know which direction to turn at an intersection. At times you may arrive at a T intersection or crossroad with no apparent unique route; look closely to the left and/or right to determine where the rally route goes. “Negative inference” (that road is marked with a number other than mine, so this unmarked road must be mine) may be necessary to determine which of the 2 or 3 roads at an intersection to follow.

Numbered Route Instructions (NRIs) may be given between map points for safety reasons, to clarify the route and to begin/end various zones (Transit, Free, and No-Trap). Additionally, they will be used for some CAST changes and pauses, as well as for the tire warm-up/odometer calibration run and the return to rally headquarters.

A Lettered Route Instruction (LRI) may cause you to leave your numbered route. To be executable, an LRI that directs a course must cause you to travel upon a numbered route that can be seen on the map to intersect the NRI-directed numbered route most recently traveled (referred to as the current numbered route or CNR), or the numbered route immediately preceding the CNR in the current NRI-directed string of route numbers (referred to as the preceding numbered route or PNR), or the numbered route immediately following the CNR in that NRI string (referred to as the next numbered route or NNR). After executing a course-directing LRI, when you then encounter your CNR, PNR, or NNR, you should proceed in the direction of the numbered route following it in the current NRI string toward the next Map Point. (Think of course-directing LRIs as shortcuts or detours.) The same LRI cannot be executed more than once at the same place, and an LRI may not be reinitiated until it has been completed. (This provision is intended to prevent a continuous loop or an infinite pause.)

Should you find yourself running very late (maximum T/A is 19.50 minutes in each “half” – Segments 1 & 2 form the first half while Segments 3,4, & 5 form the second half), you should plot a course to some future Map Point and pick up the rally route there at the proper time.

## **E. Interrupt/Overlap**

LRIs that designate a course can (and will) interrupt the NRI-directed string of numbered routes and other LRIs, but they cannot interrupt themselves.

LRIs may overlap or be overlapped by numbered routes that are contained in the same NRI; however, if an LRI and an NRI (including the transition from one numbered route to another in the NRI-directed string) are executable at the same point, only the LRI is to be executed.

## **F. Driving Considerations**

The terrain over which this rally runs is hilly, and a few unpaved roads are narrow. Speeds have been set accordingly; however, you should stay to the right at all times, especially around corners and over crests. Be prepared to meet oncoming local traffic anywhere -- even on what might seem to be a little traveled dirt road or country lane. Not surprisingly, many BRM roads are also popular with other sports car enthusiasts, motorcyclists and the occasional bicyclist.

## **G. Speeds**

Where the road surface changes from paved to unpaved, CAST 25. While traveling upon unpaved, brief periods of paved, e.g., at a bridge, should be treated as unpaved. Where the road surface changes from unpaved to paved, revert to your immediately preceding paved CAST, unless a different CAST is specified in a route instruction. Occasionally while on paved, you will encounter speed limits that are less than your assigned CAST. Obey the law! You will either have sufficient time traveling at or below the speed limit to be back on time prior to the next manned control or you will encounter a Key Time (sometimes at a DIYC) that includes a pause sufficient to offset the time lost while traveling at the speed limit.

## **H. Automatic Pauses**

To promote safety, the following pauses at each of these landmarks will be included in the leg time calculations, except when in a Free Zone or at a STOP used for a Key Time:

STOP	.10 minutes
RXR	.15 minutes

## **I. Signs**

No sign quoted in the route instructions will require competitors to look back in order to read it; however, it may be necessary to look back in order to determine route numbers/names and other road-related information. A street sign identifies the road(s) most nearly parallel to it (in both directions unless an arrow or a street sign elsewhere in the immediate vicinity indicates otherwise). In no case will it be necessary to observe more than very prominent portions of any sign. Thus, for example, reading text in the body of a historical marker will never be required. Additionally, all quoted signs will be on the right of the rally route, unless material quoted from the sign is followed immediately by SOL (Sign on Left). In a few instances during the odometer calibration run, signs directly above the rally route will be used; in route instructions referencing such signs, quoted material from the sign will be followed immediately by (overhead).

## **J. Controls/Control Procedures/Time Allowances**

Only Passage Controls and DIYCs will be used on the BRM. In No-Trap Zones, there may be more than one timing control between Key Times (\*Sanction Exception 16.E). Since such situations create the possibility of penalizing the same error (e.g., an incorrect pause or CAST) more than once (“double jeopardy”), competitors can seek administrative relief by bringing the particulars of their situation to the attention of the organizers. The True Time for each leg will be calculated from the Key Time immediately preceding that control.

At DIYCs, competitors should record their calculated (or estimated) arrival time of day -- NOT the True Time for the leg or the arrival time for Car #0 -- in the appropriate space provided on the DIYC/Time Allowance Sheet. A separate sheet for each segment will be provided in the packet issued at registration. At a DIYC contestants are to use the Key Time (KT) given in the DIYC NRI as the out time for the next leg instead of the normal standard of 2 minutes after the arrival time at the DIYC (\*Sanction Exception 16.G)

This same form should be used to record time allowances (TAs). For time allowance purposes, the rally is divided into two “halves” separated by the break between Segment 2 and Segment 3. The maximum permissible time allowance in each half is 19.50 minutes. The Key Time at the beginning of Segment 3 is a Time Of Day Restart (TODR); competitors must start Segment 3 at this time plus their Car # in minutes or use a portion of their “second half” time allowance. The initial TA in either “half” must end in .50 minutes; any subsequent TAs in the same “half” must be in full minutes. Be sure to provide as much of the requested data on where you take a time allowance (mileage, NRI of last odo zero, last control #) as possible, so that TAs can be applied at the correct point. Under no circumstance will competitors be allowed to apply the equivalent of a time allowance greater than 19.50 minutes to any Key Time. **IMPORTANT NOTE** for competitors who take time allowances on Segment #1 and/or Segment #3: Since the breaks following these segments are fairly short, you may wish to begin the next segment by carrying over your time allowance from the previous segment. Simply enter the total amount of that time allowance as the first TA entry on the new sheet and fill in the other requested data for that line.

The DIYC/Time Allowance Sheet for each segment must be turned in at the location identified by a “Time Sale” sign (absolutely no traps based on this sign). In return for your sheet, you will be provided a Control Data Sheet (CDS) containing the True Times for each leg of the segment just completed. The CDS will also contain the calculation logs for each leg and an unofficial critique for the trapped legs.

### 3. Glossary

<b>BNZ</b>	<u>B</u> egin <u>N</u> o-Trap <u>Z</u> one. Identifies the beginning of a portion of the course in which competitors will follow the course by following NRIs only. Execution of any active LRI is suspended.
<b>Current Numbered Route (CNR)</b>	The NRI-directed numbered route most recently traveled.
<b>Designated Roads</b>	Roads on which you are directed to travel toward the next Map Point. They will be given by route number as they appear on the Official Map(s).
<b>ENZ</b>	<u>E</u> nd <u>N</u> o-Trap <u>Z</u> one. Identifies the end of a portion of the course in which competitors have been allowed to follow the course by use of NRIs only and where the execution of any active LRI was suspended.
<b>Key Time</b>	The correct departure time for Car Zero. You should calculate your correct departure time by adding your car number, in minutes, plus any time allowance request, except D/C, for the current segment.
<b>LRI</b>	Lettered Route Instruction.
<b>Map Point</b>	A location described in the route instructions and marked on the single page unofficial map that indicates the beginning and/or end of a segment containing Designated Roads.

<b>Next Numbered Route (NNR)</b>	The numbered route immediately following the CNR in the current NRI-directed string.
<b>Preceding Numbered Route (PNR)</b>	The numbered route immediately preceding the CNR in the current NRI-directed string of route numbers.
<b>RXR</b>	A railroad crossing, identified by an “RXR” sign, that the rally car crosses on the rally route.
<b>Segment</b>	One of the competitive portions of the rally whose beginning is explicitly identified in the route instructions. The rally is divided into five segments separated by breaks. A Key Time (including a Time Of Day Restart for Segment 3) is provided for the beginning of each segment.
<b>TBR</b>	Traditional BRM Road. Route numbers identified by an asterisk (*) in the NRI-directed series of route numbers were traditionally used on the Bob Ridges Memorial Rally, the original BRM. Their identification in the route instructions is intended to give competitors a feel for that event, recognizing that the assigned CASTs were typically “a bit” brisker than on this event.
<b>Time of Day Restart (TODR)</b>	You should calculate your correct departure time by adding your car number, in minutes, to the Key Time. Do not include any Time Allowances.

Sanction Exceptions:

Length less than 200 miles (4.B.1)	Time allowance request procedure (21.B)
No main road on rally (24.B)	Use of Key Times instead of 2.00 minute automatic delay for the out time following a DIYC's (16.G)
Use of designated roads on a map to follow rally course (25.A)	2 or more controls between key times (16.E)
May have less than 24 controls and less than 18 passage controls (4.B.1)	Controls in no passing zones (16.C)
No penalty for time allowances (21.C)	Use of Lettered Route Instructions (25.A.1.a)