

# **The United States *RoadRally* Challenge**

## **October 22-24, 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. Our goal is to have a series of events that are enjoyable yet still challenging for all levels of contestants. We hope you have an enjoyable stay in the Washington DC area and best of luck to all of you during the Challenge.

##### **2. HEADQUARTERS**

The headquarters for this year's USRRC is the Sleep Inn & Suites, located at:

501 Silo Hill Parkway  
Emmitsburg, MD 21727  
301-447-0044  
[www.sleepinnemmitsburg.com](http://www.sleepinnemmitsburg.com)

We have negotiated for a block of rooms at the rate of \$85 per night. Mention the US Road Rally Challenge to get this rate prior to September 20. This rate includes breakfast each morning.

To reach the hotel from BWI airport, exit the airport on I-195 West then take I-95 North. Exit left onto I-695 toward Towson. After approx 10 miles, exit at I-795. At the end of I-795 (approx 9 miles later), follow signs to MD 140 West towards Westminster. Follow MD 140 West for approx. 32 miles. After crossing US 15, go right at the next traffic light on Silo Hill Rd, then immediate right before Exxon onto Silo Hill Parkway. Sleep Inn is at the end of the road.

To reach the hotel from Dulles or National Airports, navigate to the top end of the DC Beltway, and take I-270 North. This turns into US 15 North in Frederick, MD. Continue on US 15 North for approximately 25 miles then take exit for MD 140 (Taneytown/Emmitsburg) and turn left at the end of the exit ramp onto MD 140. Go right at first light on Silo Hill Rd, then immediate right before Exxon on Silo Hill Parkway. Sleep Inn is at the end of the road. Traffic will be extremely heavy coming from this direction! Plan accordingly.

From the north, such as Harrisburg (about 1 hour away), navigate to US 15 South in Pennsylvania, and exit on MD 140, just south of the Maryland border. Take the first right, then immediately straight at traffic light, followed by an immediate right before Exxon on Silo Hill Parkway. Sleep Inn is at the end of the road.

##### **3. GOVERNING REGULATIONS**

All three rallies will be run in accordance with the 2010 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 free of charge on the SCCA website (<http://scca.com> - click on 'RALLY' then 'Cars and Rules' for links to the pdf files).

#### 4. CLASSES – USRRC CHAMPIONSHIP AWARDS

Classes for the tour and course events will be as per the 2010 RRRs (Equipped, Limited and Stock). There will be one class for the GTA. Awards for each rally will be given. In addition, overall USRRC Championship points will be awarded based on your in-class finishing position in each rally, per the table in Article 8, C) of the RRRs. These points will be totaled and awards for the weekend will be presented to the top finishers in each class. In order to maintain competitive balance among the three events, the points for the GTA will be re-tabulated using the three USRRC classes for purposes of determining the USRRC championship only.

#### 5. SCHEDULE

<b>Thursday, October 21, 2010</b>		<b>Welcome and Registration</b>
7:00pm – 9:00pm	-	Welcome and Registration at Registration Suite
<b>Friday, October 22, 2010</b>		<b>The Blue and the Gray National GTA Rally</b>
7:30am – 8:00am	-	Late Registration (by prior arrangement only)
8:01am	-	Car #1 Receives Route Instructions
8:31am	-	Car #1 Begins Rally (cars spaced 1 minute apart)
5:00pm	-	Car #1 Finishes Rally (approximate)
5:45pm	-	Car #1 Finishes Tour of Gettysburg Battlefield
6:30pm	-	Dinner at Dobbin House Tavern (provided)
7:15pm	-	Scoring/Awards (approximate)
<b>Saturday, October 23, 2010</b>		<b>Catoctin Monte National Tour Rally</b>
8:00am – 8:30am	-	Late Registration (by prior arrangement only)
8:31am	-	Car #1 Receives Route Instructions
9:01am	-	Car #1 Begins Rally (cars spaced 1 minute apart)
5:00pm	-	Car #1 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)
<b>Sunday, October 24, 2010</b>		<b>Lobster Traps National Course Rally</b>
7:00am – 7:30am	-	Late Registration (by prior arrangement only)
7:31am	-	Car #1 Receives Route Instructions
8:00am	-	Car #1 Begins Rally (cars spaced 1 minute apart)
4:30pm	-	Car #1 Finishes Rally (approximate)
5:00pm	-	Early dinner at The Greene Turtle (appetizers provided)
6:00pm	-	Scoring/Awards (approximate)

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

## **8. QUESTIONS**

Any questions based on these general instructions may be addressed, via e-mail, to the Rally Chairman, Chris Bean, at [c\\_bean@verizon.net](mailto:c_bean@verizon.net). Questions must be received prior to noon on October 20, 2010. 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	Chris Bean
Blue and Gray Rallymaster	Chris Bean
Safety Steward (Blue & Gray)	Jim Friedman
Official Precheck crew (Blue & Gray)	Steve Gaddy & Eric Bloom
Catoctin Monte Rallymaster	Eric Bloom
Safety Steward (Catoctin)	Chris Bean
Official Precheck crew (Catoctin)	Steve Gaddy & Jim Friedman
Lobster Traps Rallymaster	Steve Gaddy
Safety Steward (Lobster Traps)	Chris Bean
Official Precheck crew (Lobster Traps)	Chris Bean and Jim Friedman
Course Marshall/Chief of Controls	Chris Bean
Scoring Chief	Eric Bloom
Registrar	Steve Gaddy

## **B. ADMINISTRATION**

### **1. REGISTRATION**

Registration will be conducted at the Registration Suite that will be indicated by signs at the rally headquarters. 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 either Thursday night or prior to receiving your routes on Friday morning. 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. As we will have a different car number draw for each event, your car numbers must be handed in at the end of each rally to complete the rally.

### **3. STARTING PROCEDURE**

Route Instructions will be issued in the Registration Suite of the Sleep Inn 30 minutes prior to your official start time. The start time will be in accordance with these GIs. Once you are satisfied with the completeness and legibility of the instructions you are issued, you are free to leave. The start of all three rallies is the first “Speed Limit 25” you encounter as you leave the Sleep Inn parking lot.

## **C. THE RALLIES**

### **1. OFFICIAL MEASUREMENT**

The courses were measured at slightly faster than rally speeds, with odometer factors set to approximate statute miles. The Catoctin Monte 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. Lobster Traps was measured with a Timewise 547B Odometer run off the left rear wheel of a 2010 Toyota Prius FWD with tires at 34 psi (cold). The weather was mostly sunny with temperatures in the 80s.

### **2. MILEAGES**

For Catoctin Monte and Lobster Traps, 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). For the Blue and Gray, no mileages are given in the competitive portion of the routes. 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. For Lobster Traps, open and DIY controls will be used. Control data slips will be provided at each open control, and will include data for the previous control if that control was a DIYC. Controls for both events may be located in or near No Passing Zones (\*\*Sanction Exception\*\* Article 16.C). Procedures for the Blue and Gray will be discussed in that section.

### **4. FREE TIME ALLOWANCES**

Time Allowances are per the RRRs. The logistics will be defined in the GIs specific to each rally. There are no penalties for the use of Time Allowances unless a team takes more than 19½ minutes before Lunch, or 19½ minutes after Lunch for either rally. If a team attempts to take more than this maximum total Time Allowance during the aforementioned periods, 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. Examples will be on display at registration. Off-course markers may also be used on Blue and Gray and Lobster Traps where appropriate.

## 6. SCORING AND PENALTIES

Official scoring will be done by the rally committee from contestant scorecards for the Blue and Gray, from control crew timing logs for the Catoctin Monte, and from scorecards and control crew timing logs for Lobster Traps. Scoring for the Blue and Gray is defined in that section. The penalties for the timed events are as follows:

	Catoctin Monte	Lobster Traps
Penalty for each .01 minute early or late	1 Point	1 Point
Creeping or Stopping in sight of a control	10 Points	50 Points
Maximum penalty for any leg	25 Points	100 Points
Entering an off-course control	N/A	100 Points

For the Catoctin Monte, 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 (\*\*Sanction Exception\*\* Article 16.A). 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) (\*\*Sanction Exception\*\* Article 16.F). Just don't do it!

For Lobster Traps, creeping is defined as stopping in sight of an open control, unless taking an instructed pause or evaluating an intersection. If the control crew on Lobster Traps either waves you in or flashes their lights, you must immediately accelerate briskly to attain and maintain a speed greater than one-half of the current CAST until crossing the timing line. Failure to do so will result in you being timed at that point and imposition of the creeping penalty (\*\*Sanction Exception\*\* Article 16.F). The control crew decision is FINAL, and competitors will be officially notified at the open control.

## 7. TIE BREAKING PROCEDURE

For purposes of awarding trophies on the timed rallies 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. Tie breaking for the Blue and Gray is defined in that section of the GIs.

## 8. GLOSSARY (including Abbreviations)

The following definitions and abbreviations are common to all rallies:

**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.

## 9. SANCTION EXCEPTIONS

### **For Blue and Gray**

The rally is under 200 total miles (Article 4.B.1)

### **For Catocin Monte**

The rally is under 200 total miles (Article 4.B.1)

“Speed Trap” timing control to detect creeping (Article 16.A)

No warning before imposition of creeping penalty (Article 16.F)

Controls may be located in or near No Passing Zones (Article 16.C)

### **For Lobster Traps**

The rally is under 200 total miles (Article 4.B.1)

Modification of the Onto MRD (Article 24.C)

Addition of the Designation MRD (Article 24.C)

Cancellation of NRIs on Leg Slips (Article 25.A.2)

LRIs and NRIs may be executed at the same point (Article 25.A.2)

Modification of creeping rule (Article 16.F)

Controls may be located in or near No Passing Zones (Article 16.C)

# **SPECIFIC GIs FOR THE BLUE AND GRAY ONLY**

## **1. INTRODUCTION**

The Blue and Gray GTA Rally will take competitors through the most important historical event that has occurred in the mid-Atlantic region, the Civil War. This rally will consist of two major concepts: a traditional course portion from the start through early afternoon, followed by a map portion. Throughout the routes, there will be questions for contestants to answer that will indicate if they have followed the right course or have seen the required signs. The rally will end with a tour of the Gettysburg Battlefield and then dinner at the historic Dobbin House Tavern.

Mileages are not used at all during the rally (except during the Gettysburg Battlefield tour). As such, you should feel free to pull off of the road or down sideroads while considering intersections of interest. This is a Friday, and there will be some traffic, so use caution throughout the day, especially on higher speed roads.

It is assumed, unless specifically contradicted in these GIs, that Articles 26 & 27 of the RRRs apply to the entire rally and Articles 24 & 25 of the RRRs apply to the course portion of this rally. In addition, replace each occurrence of “route instruction” in Articles 25.C and 25.D with “route instruction or question.”

## **2. BLUE AND GRAY ROADS**

Throughout both portions of the rally, contestants will be looking for BLUE and GRAY roads. A BLUE road is a road identified by a road naming sign whose name includes the letters B, L, U, and E, in any order. Examples include: Blue River Rd and Big Sur Lane. Similarly, a GRAY road is a road identified by a road naming sign whose name includes the letters G, R, A, and Y in any order. To determine BLUE and GRAY roads, each individual sign on a support should be considered independently. For example, if Black Rd and Upper Canyon Rd are two signs on the same support, you CANNOT take the B and L from Black Rd and the U and E from Upper Canyon Rd to make a BLUE road. Consider BLUE or GRAY road naming signs equivalent if the only differences are in the suffix of the road name. For example, Blue Rd and Blue Road are equivalent and Blue Rd E and Blue Rd East are equivalent, but Gray River Rd and Gray Rvr Rd should be considered as two different GRAY roads.

## **3. QUESTIONS**

Questions should be answered by observing signs and other information along the rally route. The committee has attempted to use signs that can be easily seen at typical speeds along the rally course. Multiple questions may be active at the same time and you may answer the questions in any order while active; there is no implied ordering. Answers to the questions may overlap each other if there are multiple questions active at the same time. If a question becomes active or inactive at an intersection, consider signs at that intersection in determining the answer. If a question asks for the number of signs you see, the signs can be both on your course of travel or outside of your course. If a question asks for the number of signs you see on your course of travel, you must pass the signs on

the route upon which you are traveling. Examples of other information asked for in questions include the number of times you execute a Note instruction or what is the main road or the MRD that identifies the main road at an intersection.

In addition, at the bottom of the answer sheet for each leg, you should list each BLUE and GRAY road encountered along the rally route. You should list a given BLUE or GRAY road's name each time you see a sign for the road, but do not list any road name more than twice in a given leg (to avoid counting issues while traveling upon a BLUE or GRAY road). You should only use a pre-marker sign for if there is not a road naming sign at the intersection.

#### **4. SCORING**

You will receive a scorecard for every leg of the rally. There are locations given in the routes where a Leg is identified as completed. The next leg begins from that same point or after a given transit with a Key Time restart, at which point you should begin using the next scorecard. At the end of a Leg, consider the last scorecard completed. You will be given an approximate location for the end of each leg with an address and a key time to try to keep teams on pace. The key times have been calculated to give you enough time to get through the course, but not to explore every possibility along the route, nor to complete all the map plotting that may be required to get through the entire leg. The end of leg locations can also be used for teams that get extremely lost to join back up with the rally.

There will be Scorecard Turn In Points (STIPs) identified in the routes. These collection points will display an official black on orange SCCA checkpoint sign. In addition to identifying a STIP, an open and close time is also given, which will allow control crews to move throughout the day. Turn in the top copy of all completed scorecards at the STIP. Once the control crew does a quick look for completeness, you will be given answer sheets for all legs turned in at that STIP.

1 point will be added to your score for each incorrect answer to a question.

1 point will be added to your score for each correct BLUE or GRAY road omitted from your list

1 point will be added to your score for each incorrect BLUE or GRAY road included on your list.

The lowest total score wins. Ties will be broken by comparing scores in subsequent legs, beginning with the first leg, until the tie is broken.

You can turn in your scorecard without penalty up to 20 minutes after the team's given expected arrival time at each STIP. For each partial or whole minute beyond that, you will have an additional point added to your score, up to a maximum of 10 points. If you have not turned in your scorecard(s) within 30 minutes of your expected arrival time, then you will receive a maximum score of the total number of questions in those legs plus the total of all valid BLUE and GRAY roads in the section.



## **5. COURSE PORTION**

### **A. NUMBERED ROUTE INSTRUCTIONS**

NRI 1 in your routes becomes eligible when you receive your route instructions. The other NRIs become eligible for execution in ascending numerical order upon completion of the previous NRI. Each NRI must be executed at the first opportunity where its conditions are met after it becomes eligible. Performing any action of an instruction is considered an execution of that instruction.

Each NRI must be initiated at a greater distance along the rally route than the completion point of the previous NRI, unless the route instruction explicitly directs otherwise (i.e., after previous instruction, until next instruction, etc.)

An NRI which directs a course (using the terms Left, Right, Turn, and Straight) can be executed only when it directs a unique course of travel off the main road, unless followed by the phrase may be redundant.

### **B. NOTE INSTRUCTIONS**

Note instructions will be given after the route instruction in which they are activated and are identified as Note A, Note B, etc. They are activated within an NRI by the instruction Activate Note <letter>. A note will become ineligible for execution within an NRI by the instruction Cancel Note <letter>. More than one note may be activated or canceled within a single NRI.

While eligible for execution, a note may be executed once, more than once, or not at all. When eligible, notes overlap NRIs, and NRIs overlap notes. Notes may overlap other notes, but not themselves. If both an NRI and a Note instruction can be executed at the same intersection, the NRI takes precedence.

### **C. ROADS**

The existence of roads is consistent with Section 25.B of the RRRs, with the exception of BLUE and GRAY Roads (see glossary). BLUE and GRAY roads marked “No Outlet”, “Dead End”, etc., unpaved, or visibly dead-ending are to be considered existent unless they require illegal entry or an illegal turn to travel upon. If you reach the end of a road, make a U-turn and continue.

The designation of a road is determined by observing road identification sign(s) at or near intersections and should be used with the intent of the erecting agency. A named designation is determined by observing a common street-type road identification sign which is most parallel to the road it names. At an intersection, the sign identifying the named road also identifies the road on the opposite side of the intersection unless each road segment has its own name or an arrow on the street sign indicates that an identified road goes only in a single direction. A “No Outlet”, “Dead End” or similar sign should never be taken to be a road identification sign. A numbered designation is determined by observing a standard U.S., state or county highway shield at or near the intersection. If

accompanied by one or more arrows, the shield identifies the road in the direction(s) indicated by the arrow(s). Otherwise, the shield identifies the road it applies to as intended by the erecting agency. The name of any other road (including the road in the opposite direction) should not be inferred from such a road shield.

Unpaved roads, except BLUE and GRAY roads, exist only if the road you are on becomes unpaved without a paved alternative or if an active route or Note instruction contains the word unpaved. The road you are on always exists. Some unpaved roads have paved aprons, and vice versa. The aprons do not determine the surface of the road. When evaluating the surface of a roadway, evaluate the road as it leaves your field of vision from the intersection, not right at the intersection.

The parking lot at the lunch break (a Dairy Queen / Subway) exists.

#### **D. MAIN ROAD DETERMINANTS (MRDs)**

The following MRDs will be used in addition to those given in Article 24.C of the RRRs. MRD lists will be given in the routes. The MRDs active at the start of the rally will be listed at the top of the first page of routes. All other MRD lists become active and replace the current list when the immediately preceding NRI is completed. In some cases, Note instructions or questions might be listed between the NRI and the MRD list.

**Curves** - The main road, as determined by this determinant, is the road with the most curves as determined by an official black on yellow curve warning sign visible from the intersection. This sign defines how many curves that road has. A curve warning sign that is more than 0.1 miles from the intersection does not apply (the committee will ensure determination of this distance will not be critical). If a road has more than one curve warning sign, only the first applies. If more than one road leaving the intersection has curves (as indicated by these signs), the priority is determined by the number of curves, given below in order of priority: a squiggly, two curves, one curve. If two curve warning signs are equal in number of curves, consider both signs non-existent.

**BLUE (GRAY) Road** – The main road, as determined by this determinant, is the single road leaving the intersection that is a BLUE (GRAY) Road (see Glossary).

**Left (Right) on [road name]** - The main road is the unique road to the left (right) on the given road.

**Left (Right) at Crossroad** - The main road is the unique road to the left (right) at a crossroad.

**North (South) Road** - The main road is the unique road leaving the intersection identified by a road identification sign that includes the word North (South).

#### **E. QUESTIONS**

Questions will be presented in groups of 1 or more between NRI. A group becomes available for answering when you complete the immediately preceding NRI. You should

consider each group of questions until the immediately following NRI is completed, unless the question specifies a different duration (i.e., How many “Stop”s do you see until you complete NRI 7). In some cases, Note instructions and/or a new MRD list may be interspersed with questions between NRIs.

## **6. MAP PORTION**

There will be approximately five legs where you will need to plot the rally course on maps given information of various types (described below). You should plot your route on the identified map for a given leg using only the given information in the order given to complete the plotting. The shortest route consistent with this information should be plotted between the section’s Start and Finish locations, unless otherwise stated (see LWR in Grid Lines style below). Any grid squares given in parentheses should be avoided in your plotting. No intersection or portion of road may be used more than once in a leg. That is, once you drive on a portion of road in one direction, you cannot use that portion of road in any direction for the remainder of the Leg.

### **A. ROADS**

All roads leading off the edge of the map do not exist from the last intersection on the map to the edge of the map, except for the case of the starting point in a Leg, which may be on a road leading off the map. In addition, roads that dead end or lead into a neighborhood that would require leaving the neighborhood by the same road on which you entered do not exist.

Unpaved roads exist if the road you are on becomes unpaved with no paved alternative or if it has a road naming sign or a Stop that controls traffic on the unpaved road. In addition, the first leg in the Map Portion begins on an unpaved road and that also exists.

The roads on a map may not exist when you are actually driving the route. However, based on the curves on the map, you should be able to determine where you are and when to turn. If your plotted route would take you on such a non-existent road, you should plot the next best route which meets the criteria. In addition, road names may be slightly different from what appears on the map, but other map features should allow you to confirm your route.

### **B. MAP PLOTTING**

Three types of plotting schemes may be used to define sections within the Map Portion of the rally. A practice rally with answers for all three of these formats will be given with the Gis. It is strongly recommended you become familiar with these formats prior to arriving at the USRRC and ask questions if you don't understand the concepts.

**1. Map Pictures:** You will be given a series of pictures from the map (which have been enlarged and possibly rotated for ease of viewing). You should plot the shortest course that travels upon all the segments of road pictured in the order given (Picture 1, Picture 2, etc).

2. **Grid Lines:** You will be given a series of letters: U for Up, D for Down, L for Left and R for Right. These letters signify the direction in which you leave the current grid square you are in. Follow these letters in order, without skipping any, to move from grid square to grid square. You should plot the shortest overall course that crosses the given grid lines in order. The exception to this rule is if a letter is preceded by LWR (Long Way Around), in which case you should plot the longest possible route within the current grid square, without focusing on what this does to the length of the overall route.

3. **Intersection Colors:** You will be given a series of intersections through which the rally route goes based on the colors of the existent roads at each intersection. Every intersection along the rally route with more than two existent roads as determined by the map will be included. For example, W = white road, Y = yellow road, R = red road. The first letter of the intersection is the color of the road you arrive on, the last letter is the color of the road you leave on, and the other letters are other roads at the intersection. For example, WYYR means you enter the intersection on a white road, leave on a red road, and there are two other yellow roads at the intersection.

## C. QUESTIONS

Because there are no route instructions in the Map Portion, questions will be active only in certain areas. Examples include: while driving on a given road name (as identified on the map), while within a given grid square (these will be unambiguous), before or between labeled intersections in the Intersection Colors Format, or before or after a given map picture or between two map pictures in the Map Pictures Format. Questions active before a labeled map picture remain active until you have left the map picture for the last time in the leg. Questions active between two labeled map pictures start when you enter the first map picture and complete when you leave the second map picture for the last time. Questions active after a labeled map picture begin when you enter the map picture and end at the end of the Leg. In addition, no answers to questions or BLUE or GRAY roads should be put on an answer sheet based upon information found in transit zones between legs.

## 7. GLOSSARY

**Bhi (Ehi)** – Begin (End) historical interlude. Interesting historical information about the Civil War period will be provided during historical interludes. The information is not relevant to determining the correct rally course, and thus should be considered parenthetical.

**BLUE Road** – A road whose name includes the letters B, L, U, and E in any order (e.g., Calubet Rd). For this determination, each individual sign on a support should be considered independently.

**Begin (End) Cease Fire** – No BLUE or GRAY roads should be considered in a cease fire zone. However, questions still should be considered. This corresponds to a free zone in a TSD rally to get you through an area where it may be unsafe to look for these signs.

**Car Sculpture** – An artistic effort utilizing, at least in part, old car parts.

**Curve Arrows** – An official highway black on yellow, single headed curve arrow sign.

**Delta** – A roughly triangular area bounded on all three sides by existent roads.

**End Leg** <#> – At the defined location, the current scoresheet is complete and teams should change to using the scoresheet for the next leg.

**Go** – Right, turn, straight, or left.

**GRAY Road** – A road whose name includes the letters G, R, A, and Y in any order (e.g., Green Yard Road). For this determination, each individual sign on a support should be considered independently.

**Leg** – A portion of the rally that uses a single scoresheet. The rally identifies each leg by consecutive leg numbers that correspond to specific scoresheets.

**SAP** – Straight as Possible MRD

**STIP** – Scoresheet Turn In Point. This will be identified on the road by a black on orange checkpoint sign (no traps based on this!). You should stop at the worker car and turn in the top copy of each completed scoresheet (occasionally you will go multiple legs before turning in the scoresheets) to the worker crew at this point and you will receive answer sheets for each leg you just turned in.

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

### **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 190 miles in length, takes about 8 hours to complete, and includes a lunch break and two 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 at each passage control.

The rally is run in four segments, with a break between each segment. The lunch break is in Knoxville, MD and the finish and awards banquet is at the Braddock Inn in Braddock Heights, MD, about 35 minutes from headquarters.

Food, restrooms, and fuel are available near the start, at each of the breaks, and at lunch.

### **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 (see Article 21.E of the RRRs). 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.

### **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. A sample of these checkpoint signs will be on display at registration. 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 (\*\*Sanction Exception\*\* Article 16.C), 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.

## **SPECIFIC GIs FOR LOBSTER TRAPS ONLY**

### **1. PHILOSOPHY**

Lobster Traps continues the tradition of challenging course rallies in the Washington DC region. Blessed by the great roads in the area, and inspired by the series of Crabs events, Lobster Traps features a variety of course rally concepts. Strict interpretations and applications of the RRRs and these GIs will be required, and contestants will need to be on top of their game all day to score well.

### **2. ROUTE FOLLOWING PRIORITIES**

To follow the course at each intersection, apply the following in order:

- 1 – Execute an emergency instruction
- 2 – Execute a route instruction (LRI or NRI) referenced to an official mileage if it occurs at that mileage
- 3 – Execute a numbered route instruction (NRI)
- 4 – Execute a lettered route instruction (LRI)
- 5 – Follow the main road

### **3. MAIN ROAD DETERMINANTS**

Main Road Determinants (MRDs) may be listed between certain route instructions. An MRD list becomes active when the immediately preceding NRI is completed, and remains active until replaced by a new MRD list. Within an MRD list each MRD is identified by a letter. The priority of the MRDs in an MRD list is alphabetical starting with the letter A, and only the letters A through E will be used. A new MRD list may also be introduced at the outmarker of an Open Control as listed on the leg data slip. The MRDs in effect at the start of the rally are listed at the top of the Route Instructions, and are to be considered valid (even though not preceded by a Route Instruction).

The MRDs listed in the RRRs will be used with the following additions and changes (\*\*Sanction Exception\*\* Article 24.C).

ONTO: Delete the last sentence of the definition of ONTO in Article 24, C and replace with the following: The designated road is the main road at each intersection where this MRD is applicable until the ONTO MRD is eliminated from the MRD list. If you are ONTO a road and your MRD list changes, and the ONTO MRD is included in the new list, you are still ONTO that road. You may also be placed ONTO a named or numbered road by an instruction saying: ONTO (AND THE NAME OR NUMBER OF THE ROAD). You are then ONTO that road and the instruction will then be completed without necessarily traveling on that named or numbered road.

DESIGNATION: A name or number of a route will appear in the MRD list. This is the designated road. Only the name or number will appear in the MRD list (not the word 'DESIGNATION'). The main road is the single road leaving the intersection with this designation when this MRD is applicable.



#### **4. DRIVING CONSIDERATIONS AND SPEEDS**

Maryland is notorious for not only low speed limits, but also yo-yo speed limits. In order to avoid numerous speed changes in these sections, an average CAST may be specified through a lengthy free zone. This CAST, at times, may be well above or well below the speed limit. Please travel safely in these areas, and use your free zones wisely. You should always have enough time at the end of the free zone such that you will never need to exceed the speed limit (though you will generally be expected to travel near the speed limit, even if above CAST, in these free zones). All 1, 2 and 3 digit state highways should be considered to be free zones, even if not explicitly declared as such.

#### **5. CONTROLS / CONTROL PROCEDURES**

Open controls will be identified by a standard checkpoint sign on the right side of the road. You will be timed as your front wheels cross the timing hose at the checkpoint sign. Proceed past the sign, and pull up next to the control worker's vehicle, where you can exchange info..

Upon arrival at the control vehicle, hand over your scorecard to the worker. If you wish to claim TA for the leg, you must indicate this orally, AND enter the TA on the scorecard in the appropriate spot before handing it over. Also, if the previous control was a DIYC, you must include your claimed in-time for the DIYC on the appropriate spot on the scorecard before handing it over. You will then receive a control data sheet which will contain official timing information and critique from the previous leg, the number of the next route instruction to be considered for initiation, the location of the outmarker, the CAST effective at the outmarker, the MRD list effective at the outmarker, call-back mileage for the next leg, and any official information effective at the outmarker. Also note, official information may appear in the route instructions, effective after completion of the immediately preceding NRI. Also, you may need to execute some NRIs after the control prior to reaching the outmarker.

You will also receive your scorecard back, with your in-time and out-time (at the control) indicated. If you dispute the arrival time recorded on your sheet, you must immediately inform the control captain who will resolve the dispute in such a manner as is appropriate under the circumstances. Disputes involving differences under 0.03 minutes WILL NOT be considered. While a dispute is being resolved, make certain neither you nor your car interferes with other contestants. The control captain may issue a new out-time if the dispute causes you sufficient delay. Be prepared to hand in your scorecard at each break and the finish.

Some open controls may be off course. If you arrive at such a control, you will be notified, given a max score, and directed to the correct checkpoint for an out time

Some controls will be do-it-yourself controls (DIYCs), and will operate as specified in the RRRs. A DIYC may occur within a Free Zone. If a new MRD list or official information is required after a DIYC, it will be listed in the route instructions immediately following the DIYC instruction. Also, an Observation Control (OBS) will

exist as specified by the RRRs. You are not required to stop at the OBS unless explicitly told to do so.

The official mileage reverts to 0.000 at the OUTMARKER of each open control and at other points identified in the route instructions.

## **6. ROUTE INSTRUCTION FORMAT**

Both numbered (NRI) and lettered (LRI) route instructions will be used, and will conform to Article 25 of the RRRs as supplemented by these General Instructions. All NRIs will be completed unless explicitly cancelled at an open control (\*\*Sanction Exception\*\* Article 25.A.2). Be sure to note the NEXT NRI on the leg data slip for the next NRI to initiate.

LRIs will be interspersed with NRIs, and will be identified as LRI A, LRI B, LRI C, etc. with priority given to the letter closest to the beginning of the alphabet. LRIs, including LRIs referenced to an official mileage, become eligible for execution upon completion or cancellation of the immediately preceding NRI. More than one LRI may become eligible for execution at the same time. An eligible LRI becomes ineligible for execution when the specified action "Cancel LRI (letter)" is executed in a route instruction, or is included in official information. An LRI referenced to an official mileage may become ineligible for execution prior to the official mileage being reached. An ineligible LRI may be canceled.

While eligible for execution, an LRI may be executed once, more than once, or not at all. When eligible, LRIs overlap NRIs, and NRIs overlap LRIs. LRIs may overlap other LRIs, but not themselves. An LRI and NRI, or multiple LRIs may be executed at the same point and time, however no more than one course directing action can be executed at the same point and time (\*\*Sanction Exception\*\* Article 25.A.2).

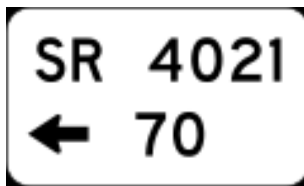
Pauses and gains are in hundredths of a minute (e.g., Pause 100 = Pause 1 minute).

Only consider yourself **at** an intersection (e.g. sideroad, crossroad, T) if you could proceed immediately on any of the departing roads at that intersection from your current location. Also, the sideroad and crossroad definitions only apply as the contestant approaches the intersection on the road not referenced in the definitions (note that this condition already is implicit to the T definition). The information in this paragraph is not intended to be a trap, but to bring clarity (and sanity!) to the use of the term “at” when referring to intersections.

## **7. ROADS**

The existence of paved and unpaved roads is determined by the RRRs, as amended by the unpaved rule (defined within these GIs), and the information in this section. The designation of a road is determined by observing road identification sign(s) at or near intersections, and should be used with the intent of the erecting agency. A named designation is determined by observing a common street-type road identification sign which is most parallel to the road it names. At an intersection, the sign identifying the

named road also identifies the road on the opposite side of the intersection unless each road segment has its own name or an arrow on the street sign indicates that an identified road only goes in a single direction. A numbered designation is determined by observing a standard Interstate, U.S., state, or county highway shield at or near the intersection. If accompanied by one or more arrows, the shield identifies the road in the direction(s) indicated by the arrow(s). Otherwise, the shield identifies the road it applies to as intended by the erecting agency. The name of any other road (including the road in the opposite direction) should not be inferred from such a road shield.



In Pennsylvania, a state route may be identified by a little white sign with the letters “SR” followed by a route number. Other numbers on the sign serve as a mileage reference, and are not relevant for this rally.

If there are one or more arrows on the sign, the identification applies only to the road(s) in the direction(s) of the arrow(s) (a downward pointing arrow refers to the road approaching the front of the sign). A sign with no arrow identifies the road it applies to as intended by the erecting agency (just like any other state route shield). Examples are shown to the left. In the first case, SR 4021 is the road to the left. In the second case, SR 3015 is the road directly ahead. In both cases, determine the direction relative to approaching the front of the sign, whether or not the rally car approaches the sign from the front. Looking backwards to see a sign, however, is never required.

Route information may also be indicated by pre-markers, in which case the information on the pre-markers shall be equally valid as the information at the intersection. In cases where the street names may be ambiguous based upon the orientation of the signs, determination of the route will not require guessing the intent of the erecting agency. The designation either will not matter, or will be defined by official information.

Road names in the route instructions may be a partial designation of the name on the road sign. For example, if a road is referenced in the route instructions as CHURCH, you can use a road designated as WEST CHURCH, WEST UNION CHURCH RD., etc. This can also be used for the ONTO main road determinant. If more than one part of a road name is referenced in a route instruction, the parts will be consecutive.

Roundabouts may be encountered on this event. Consider all opportunities within a roundabout to be distinct intersections. The entry to a roundabout will be a forced right (usually at a yield sign), while each possible exit to the roundabout should be considered a right opportunity at a protected intersection. There are no traps based upon instructions to enter or leave roundabouts.

There are copious construction signs around the event. Ignore all “Road Closed” signs throughout the event. Most of these refer to the road further ahead. Unless it would be illegal to proceed on the designated road at that point, consider the road existent. Also, do not be fazed by unusual transit zones or mileage references. These were introduced to mileage the event around construction that ended prior to the running of the event.

## **8. UNPAVED RULE**

Unpaved roads shall be considered non-existent, unless:

- The word UNPAVED is used in an active route instruction, OR
- There is no paved alternative

The road you are traveling on shall be considered to exist while you are traveling on it. Some unpaved roads have paved aprons, and vice versa. The aprons do not determine the surface of the road. When evaluating the surface of a roadway, evaluate the road as it leaves your field of vision from the intersection, not right at the intersection. This includes the surface of the road you are upon.

## **9. BREAKS AND FINISH**

- Morning Break – Approximately 10:10 am (car 1)
  - Taneytown, MD @ Sheetz on SR-140
- Lunch Break – Approximately 12:10 pm (car 1)
  - New Oxford, PA @ Your Choice near US-30 and SR-94
- Afternoon Break – Approximately 2:45 pm (car 1)
  - Taneytown, MD @ Sheetz on SR-140

The rally will conclude at The Greene Turtle in Mount Airy, MD. We have a private room reserved for the “RoadRally”. The room is in the basement of the building to the left of the main restaurant. Arrows will be provided.