



Welcome

The Old Dominion Region of the Sports Car Club of America (ODR) and the Virginia Motor Sport Club (VMSC) welcome you to the Targa Equinox Regional Course Rally. We hope you have an enjoyable day, and good luck. Thank you for entering.

Governing Regulations

This rally is conducted in accordance with the 2010 SCCA RoadRally Rules (RRRs) as modified and/or amended by these General Instructions and any addenda. This rally will also run in accordance with the VMSC Competition Regulations (VCR). Entrants in this rally signify their familiarity with the RRRs and VCRs and agree to be bound by them. The RRRs are available for download at ~~SCCA RRR rules~~ <http://www.scca.com> and the VMSC competition regulations can be obtained at ~~VCR~~ <http://www.vmsc.org>.

Start, Break, and End Locations

The **start** will be on a hill overlooking the Burger King at 9178 Chamberlayne Rd, Mechanicsville, VA 23116. Chamberlayne Rd is US 301. From the north turn left at the traffic light onto Atlee Station Rd and then right into the parking lot of an office building. From the south turn right onto Atlee Station Rd and then right into the parking lot. On-site check-in will overlook the Burger King on Chamberlayne Rd.

The **break** will be at a Burger King, 5033 Richmond-Tappahannock Hwy (360), Aylett, VA 23009-3050, (804) 769-9722. This is the intersection of US 360 and Va 30 and is known locally as Central Garage, Va.

The **end** will be at Marty's Grill, 9357 Atlee Rd, Mechanicsville, VA 23116, (804) 559-1323.

Rallymaster	Chuck Edwards	(804) 221-4162 (Cell)
Safety Steward	Betsy Edwards	(804) 266-4159 (Cell)

Schedule

September 25, 2010	8:00 AM – 8:30 AM On-site check in.
	8:31 – 8:44 AM Safety meeting
	8:45 AM Car Zero receives NRIs
	9:00 AM Official departure of Car Zero



Mileage and Time

All measurements and time calculations were made to the nearest 0.001 (thousandth) of a mile. At the odometer check you will be provided mileage to 0.001, but mileages in the route instructions will be given only to the nearest 0.01 (hundredth) of a mile. Some mileages in the route instructions may be given to the 0.10 (tenth) of a mile and are therefore approximate.

Car Zero Time (CZT) is presented in HR: MIN: HUNDREDTH format or may be in HR: MIN format if the hundredths of a minute are zero.

Controls

Staffed controls used in the rally are OPEN style or CLOSED. Some of the controls are do-it-yourself controls (DIYC). Staffed controls will open 10 minutes before Car Zero is due from the last given CZT. Controls will close 20 minutes after the last car is due or when all cars have cleared the control.

DO NOT BLOCK THE ROAD AT ANY CONTROL. IF YOU NEED TO TALK TO CONTROL PERSONNEL PULL OFF THE ROAD AFTER THE TIMING LINE.

Open Controls.

At open controls the rally car should stop after the timing line but near the control workers along the side of the road. All rally cars that cross the timing line of a control will have their time entered into the electronic timer.

A contestant will need to go to the workers to get a CDS. The workers will write your in time and out time on a CDS and hand it to a competitor. The rally car should then proceed to the Official Mileage Outmarker (OMO) and follow the instructions on the CDS. The OMO may be a pylon or some other object, but will be identified on the CDS. The distance from the timing line to the OMO is dead mileage and is not included in calculated time from timing line to timing line. The CDS will provide time in, time out, official mileage to the timing line, official mileage to the outmarker, elapsed time calculations, the number of the next NRI, and a short critique of the completed leg.

Closed Controls

Closed controls will be identified by a large strip of masking tape across the face of a checkpoint sign. Do not stop at a closed control, instead proceed to the next instruction that contains a CZT. A free zone exists from the timing line of a closed control to the CZT point.



Do-it-yourself Controls (DIYC)

DIYCs will not be the first or the last control in any portion of the rally. You will be told to begin a DIYC leg on a CDS or in the NRIs. The CDS or an NRI will tell you where to end the DIYC leg. Begin the DIYC leg at the out time given to you by an open control or by an NRI. Proceed to the end point for the DIYC leg and enter your calculated time-of-day arrival time and your time-of-day out time on the DIYC control data slips furnished to you with your NRIs. The end point and next leg restart point may be the same place for a DIYC. Your out time from a DIYC will be either a given CZT to which you must add your car number. If a CZT restart is not given then your alternative restart time is your time in plus 5 minutes with hundredths ignored. If you don't have enough time using the CZT plus your car number then you must use a TA to obtain the needed time (the TA will apply to the next leg with a manned control). You will be given CASTs in DIYC legs but driving at the CAST is not required because you are merely calculating the correct time. You must, however, leave the end of the DIYC at the appropriate out time. If no CZT is given you must leave at your alternative restart time.

Timing Allowance (TA)

Timing Allowances may be taken in 1-minute increments beginning at ½ minute up to a total of 19 ½ minutes in each section of the rally. The first TA may not be for an even minute. To claim a TA circle the amount of time you wish to claim and hand it to a rally official at the next open control. You must indicate your car number and the control number at which you want the TA. Keep track of your TA claims. If you claim more than 19 ½ minutes in any section the amount you claim in excess will be disallowed.

Any TA claimed prior to the break does not affect CZT after the break.

Official Measurement

Mileage was measured to the nearest 0.001 mile using an Alfa Elite rally computer in a 2003 Audi TT with input taken from the right rear wheel. Tires were Kumho radial tires and inflated to 40 PSI. The weather was moderate.

Route Instructions

This rally uses only Numbered Route Instructions (NRI). Execute each NRI in ascending numerical order beginning at its first opportunity. Complete each NRI before starting any part of the next NRI. That part of any NRI which refers to timing can overlap subsequent NRIs (E.g., speed changes, pause or gain over a distance). Each NRI can be executed only once and may be executed at ~~either~~ any of the following places:



- At any intersection where the route instruction can be executed.
- At the indicated point if right or left is not specified in the route instruction. Right or left can be executed only at an intersection.
- An NRI with an official mileage in hundredths or thousandths and requiring a turn to the right or the left indicates the mileage at the turn. If a turn is not required the official mileage indicates where the NRI is to be initiated.

Landmarks

A landmark is an object visible from the rally route. An object may be a sign.

Signs

Quoted text is taken from signs and may be quoted in whole or in part. Spelling matters but capital letters do not. For example “Targa Equinox” may be given in the NRIs but the actual sign may appear as THE TARGA EQUINOX ROAD RALLY.

Rally Roads

All rally roads are through, public, paved roads unless otherwise clearly indicated by the route instructions. Dead end roads do not exist for rally purposes as an opportunity upon which to travel but may be otherwise referenced. If you are directed onto an unpaved road the CAST is always 22 mph at the beginning of the dirt and returns to the previous CAST when pavement resumes. Parking lots exist only if specifically directed to enter or leave a parking lot. Unless specifically instructed in the route instructions, roads you cannot legally proceed upon or roads marked dead end, road ends, private, closed, or no outlet are not rally roads.

Course-following Priorities

This Route-Following Priority List is the mechanism for following the rally route.

1. Follow an emergency sign and/or do not drive past an off-course marker.
2. Execute an NRI with an OM. An NRI with a mileage can be initiated only at that mileage but the landmark in such an instruction may be observed prior to the turn. An NRI with an OM may or may not cause you to leave the Main Road.
3. Execute an NRI. An NRI without an OM and containing the terms right or left requires you to leave the Main Road.
4. Follow the Main Road. At any intersection at which there is no applicable route instruction that directs you to LEAVE the Main Road you should follow the Main Road. The Main Road is defined by the highest applicable Main Road Determinant (MRD).



5. MRDs will be given in order of priority from right to left in the NRI at which that order of priority is to begin.

Main Road Determinants (MRDs)

A Main Road exists at every intersection. To determine the Main Road, apply an MRD as described below. For an MRD to apply, it must define a single road leaving the intersection

other than the one upon which the intersection was approached. MRDs are explained below but are not given in order of priority. Priority will be established by an NRI.

Onto (always spelled out).

You are onto a road if an NRI containing the word "onto" places-directs you onto a road by name or number. If you are onto a road, the Main Road is the road you were placed onto as identified by signs at the intersection. You remain onto a named or numbered road until a subsequent NRI places you onto another named or numbered road.

At any intersection where you cannot find a sign that tells you where the road you are onto goes and at which an NRI cannot be executed, you may have to use another MRD to get past that point. However, you are still onto the named or numbered road and will have to follow it again when it can be identified. Being onto a named or numbered road can be cancelled only by being placed onto another named or numbered road.

Right at T (RAT): The Main Road is the road that goes right at a T.

Left at T (LAT): The Main Road is the road that goes left at a T.

(NOTE: Both RAT and LAT will never be in effect at a single intersection.)

Straight As Possible (SAP): The Main Road is the road that continues straight or as nearly straight as possible.

Protection (PRO): The Main Road is that single road leaving the intersection having no STOP or YIELD sign at that intersection. Contestants are required to recognize (possibly from the backside) the STOP signs and/or YIELD signs.

Off-course marker

Do not drive past a white paper plate with an "O" written on it attached to any stationary object on the right-hand side along the road you are attempting to traverse. If you do you are off course. In case of an emergency the white paper plate may have instructions written on it



with a black marker. Follow the instructions, if any. If there are no instructions, go back the way you came until you know you are on course and then correctly follow the rally route.

Timing

Pauses and gains are given in hundredths of a minute (.06 of a second). Hundredths may or may not be identified by a decimal point. For example "Pause 10" or "Pause 10.00" both indicate that you should pause 10/100 of a minute (6 seconds).

Scoring

Scoring and penalties assessed are as described below. There is no penalty for any use of a time allowance (TA) in the rally.

Penalties will be assessed as follows:

1 point for each 1/100 of a minute early or late at a control, up to a maximum of 200 points.

~~50 points for not arriving (physical miss) at any control. This penalty is in addition to the 200 points previously described.~~

100 points for stopping in sight of a control AND failing to respond to a wave-in from the control workers. Control workers will not wave you in if they can see that you are still moving.

200 points for blocking the road at any point in the rally for any reason.

Definitions & Glossary

After	Any distance past the referenced landmark
At	`Even with' for speed changes, mileage, pauses, etc.; `in the vicinity of' for course-following instructions.
BFZ	Begin free zone.
EFZ	End free zone.
BTZ	Begin transit zone.
CAST	Commence, change or continue average speed to.... (E.g., CAST 45).
Checkpoint	A control.
CZ	Car Zero: An imaginary rally car numbered zero.



CZT	Car zero time. The time of day that an imaginary rally car, numbered zero, is to begin an action.
ETZ	End transit zone.
FZ	Free zone. A specified part of the timed rally route in which there are no controls.
Go	A course-directing action, which may require a Right, Left, or Straight <u>and can be redundant with the MRD.</u>
Intersection	Any meeting of paved through public roads at grade level from which the rally vehicle could proceed in more than one direction without making a U-turn.
Left	A turn to the left.
NRI	A numbered route instruction.
OM	Official mileage will be given with at least 1/100 mile precision
OMO	The official mileage outmarker at a control.
Or	Indicates a choice.
Phantom car	An imaginary rally car.
Right	A turn to the right.
Section	That part of the rally which occurs either before the rest break or after the rest break.
Silo	A structure intended to hold silage.
SOL	Sign on left. (Absence of SOL does not mean the sign is on the right.)
STOP	An octagonal traffic sign at which the rally car is obligated to stop.
Straight	To continue essentially straight.
T	An intersection in the general shape of the letter T approached by the rally car from the base of the T. It is not possible to go straight at a T.
Toward	In the direction of with reference to position.
Traffic light	A fixed-in-place signal light which alternately displays red, yellow, and green to regulate traffic at an intersection, and which controls the rally vehicle.
TZ	Transit zone. A free zone in which there is no applicable average speed (see CAST) a time for passage being given instead.
“ “	Items within quotation marks are taken from signs along the rally route. Quotations will not be taken from mailboxes.