



Down to the Rivah **April 19, 2008** **General Instructions**



Governing Regulations

This rally will be conducted in accordance with the 2008 SCCA RoadRally Rules (RRRs) and the VMSC competition regulations as modified and/or amended by these General Instructions (GI) and any addenda. In any cases of conflicts between the two, this GI will have precedence. Questions about this GI must be submitted in writing to the Rallymaster. Questions must be able to be answered with either a “yes”, “no”, or “does not apply”. Questions must be delivered to the Rallymaster no later than one-half hour before the first car is scheduled to depart the start. Questions and their answers will be posted at registration.

The RoadRally Committee

Rallymaster Larry McCann lemccann@embarqmail.com

Safety Steward Chuck Edwards

Course Pre-check Barbara McCann

Register at ODR Website: http://www.odr-scca.org/component/option.com_wrapper/Itemid.68/

Official Mileage (OM)

The course was measured in one continuous run, most recently on Friday, March 28, 2008, using a Subaru Forester equipped with a Zeron 770 with the sending unit mounted to the left rear wheel. Tire pressures were set consistently at 35 psi. Mileage was verified to the hundredth of a mile. At intersections, mileages were taken at the point of turn into the intersection prior to the execution of that NRI.

Official Time

The rallymaster will provide a master clock displaying the official time for the event. The rallymaster will obtain the official Eastern Standard Time from WWV. All checkpoint clocks will be synchronized with the master clock prior to the departure of the checkpoint teams. All rally calculations were verified to the hundredth of a minute.

Average Speeds

The average speeds used on this rally reflect three factors:

1. The width and condition of the road currently being used
2. The anticipated amount of traffic that will be encountered
3. Whether the road has extensive “no passing” zones.
4. The presence of residential abodes and/or children play areas.

All roads have sufficient length to allow the contestant to maintain the ordered average speed.

Starting Information

Each car may pick up their numbered route instructions at registration exactly one half hour prior to their official departure time (Car Zero Time plus their car number.) Departure from the start of the event signifies your satisfaction with the legibility and completeness of the

NRIs. Start the competitive portion of rally at the time listed in the NRIs after the end of the odometer check leg.

Schedule

8:00 AM - Registration and Tech Inspection
8:45 AM - Safety Meeting (All Contestants)
9:00 AM - Car Zero receives NRIs.
9:30 AM - Car Zero leaves the start
4:00 PM - First Car Finishes (approximate)
5:00 PM - Awards Presentation

Locations

Down to the Rivah will start from the Hardee's Restaurant in Ashland, at the intersection of Rt 1 and Rt. 54. Hardee's is on the northwest corner.

The mid-rally break will occur near Montpelier, VA. Within 1 mile of this point there is a Subway, Bamboo Chinese Restaurant, Montpelier Family Restaurant, West Hanover General Store, Montpelier Convenience Center, and Food Lion grocery store.

The rally will complete in Ashland, Virginia. Scoring, Awards, and Camaraderie will be at:

Anthony's Italian Pizza #2
Ashland Hanover Shopping Center (Rt. 1 & Rt. 54) northeast corner

Car Numbers

Static cling numbers will be used. The larger number should be on the right-hand side of the vehicle below the navigator's side window. The smaller static cling number is to be placed on the right front bumper. This will enable control crews to know that you are a rally car. These static cling numbers must be returned to a Rally committee member at the end of the event to be eligible for an award.

Numbered Route Instructions (NRIs) Course Following

The following priority list should be used to determine the course.

- 1) Emergency Instruction
- 2) Execute an NRI. An NRI with an official mileage can be executed only at that mileage.
- 3) Follow the principal road. See glossary for "Principal Road".
- 4) Continue as straight as possible.

NRIs are to be executed sequentially beginning with NRI number one (1). Complete each NRI before attempting to execute the next NRI. Quoted signs used in this road rally are located along the route traveled and enclosed by quotation marks (" "). If the sign is on the left hand side of the route traveled, it could be denoted by the annotation SOL (Sign On Left) and/or, if applicable, PTR (Parallel to Road) when the indicated sign is positioned in a position parallel to the road being traveled. Absence of SOL does not mean that the sign is on the right.

If in doubt of staying 'on' the current route follow painted lines on the surface, follow warning arrows, stay on the road currently being traveled or straight as possible.

Car Zero Time

An NRI may contain a Car Zero Time (CZT), in hours, minutes and hundredths of minutes (cents). CZT indicates the time at which Car Zero entered the NRI and can be used by the Participants to calculate their own perfect time for this NRI.

Control Data Slips (CDSs) may contain a CZT in hours and minutes. Participants will leave the outmarker at this time plus their car number.

Outmarkers

Outmarkers may be a pylon or some other object referenced on the Control Data Slip (CDS) or referenced in the Numbered Route Instructions (NRIs). The distance from the timing line to the out marker of open controls will not be used in time calculations.

Controls

Open and closed controls will be used in the rally. All controls will be identified by a checkpoint sign, an example of which will be on display at registration. All controls will be on the right-hand side of the intended direction of travel and cars will be timed only when they cross the timing line going in the intended direction. Open controls will have a single stripe of green masking tape placed across the checkpoint sign.

Open Control Procedure

The Rally Car must enter the open control at a safe speed, drive past the checkpoint sign, and pull over to the side of the road at a safe distance from the timing line. A participant must walk back to control workers to retrieve a CDS, which will indicate recorded time into the checkpoint and out marker departure time. The CDS may indicate the next event is a break and the rally car should observe the CZT given for the break.

Closed Control Procedure

Closed controls on this rally will be 'Flying' controls. Time in will be recorded for scoring purposes by the checkpoint workers when the Participant vehicle crosses the checkpoint line as at Open Controls. There will not be an outmarker at a closed control, but a CZT will be given at a landmark after the control. Time into all controls is calculated from the previous CZT.

Time Allowances

Time Allowances (TA's) will be allowed without penalty for each leg of the rally as follows:

1. Taken in minutes beginning with 0.50 minute (i.e. 0.50, 1.50, 2.50, 3.50, 4.50, etc.)
2. Up to 19.5 minutes total time for each half of the rally (TA(s) from the first section of the rally do not apply to the next section.)
3. TA forms must be turned in at the next open checkpoint after taking the TA. They will not be accepted at any other time.
4. The NRIs between which the TA is being taken must be recorded on the TA form or it will not be counted.
5. Each contestant should indicate on the TA whether the TA is intended only for that control or is intended for that control AND all subsequent controls in that section of the rally.

Pauses

Pauses will be given in the NRIs whenever necessary to allow the rally vehicle adequate time to transit any portion of the rally safely. Pauses are given in hundredths of a minute (cents).

The time interval specified in the pause will be added to the course transit time when the pause is executed.

Scoring and Penalties

Official scoring for all *Open/Closed* Controls will be done from control crew time records:

Penalty for each .01 minute early or late	1	Point
Stopping/Creeping	100	Points
Maximum time penalty for controls entered correctly	200	Points
Missing a control	250	Points

Stopping means coming to a complete stop where a control crew can see you and reasonably believe that you can see the checkpoint sign or checkpoint personnel/vehicles. If the control crew observes that you have stopped, and are not proceeding forward in a timely manner, they will wave you into the control. If stopped contestants do not immediately accelerate and enter the checkpoint worker will apply the stopping penalty. "Stopped" will be written on the control log and the stopping penalty will be added to your score. In the event a checkpoint is visible from a controlled intersection the control crew will allow adequate time for any pause and for safe transit.

Creeping penalties will be applied by the control crew when a competitor is seen to be entering the control at a speed slower than one-half of the CAS. Workers will wave the competitors into the control. If competitors do not appear to obey the 'wave' control workers will annotate the control log with "Creeping" and the creeping penalty will be added to your score.

Roads

Only through, public roads (TPR) exist for this rally. Roads marked with 'Dead End', "No Outlet" and unpaved roads do not exist unless noted in the NRIs. If an NRI directs you into a parking lot only then is the parking lot considered an official part of the rally route.

Tie Breaking Procedure

For purposes of awarding trophies only, ties among contestants 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.

Glossary

All contestants are expected to be familiar with the SCCA RoadRally 2008 Rules and the glossary contained therein. The following non-standard abbreviations and definitions may be used on this roadrally:

@ – The same as At, meaning: "In the vicinity of" for actions that direct a course of travel; "even with" for other actions, including speed changes, mileage, pauses, etc.

BTZ – Begin Transit Zone

CAS or CAST – Change, continue, or commence average speed to

Cents – Hundredths of a minute

Controlled Intersection – A controlled intersection is any intersection in which the rally car is required to stop, yield to other traffic, or at which a traffic light regulates traffic.

CZT – Car Zero Time

ETZ – End Transit Zone

FC – Free CAS. Proceed at the posted speed limit.

FZ – Free Zone

OCR - Odometer calibration run

ODO – Odometer

OM – Official Mileage

Principal Road – The principal road is the obvious continuation through an intersection of the road upon which you are traveling. The principal road will always be obvious. If you are to leave the principal road, or if there might be any doubt about which way you are to go, you will be given a route-following action.

PTR – Parallel to Road

RR – Railroad

SOL – Sign on left

SOR – Sign on Right

TZ – Transit Zone