



# **Autumn's Fire 2008 October 25<sup>th</sup>, 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. Consumption of alcoholic beverages and/or controlled substances anytime while participating in the rally is prohibited. Violators will be disqualified immediately. Additionally, any competitor receiving a summons for a moving violation during the course of the rally shall be disqualified.

## **The RoadRally Committee**

|                         |                      |
|-------------------------|----------------------|
| <b>Rallymaster</b>      | <b>Keath Marx</b>    |
| <b>Registrar</b>        | <b>Betsy Edwards</b> |
| <b>Safety Steward</b>   | <b>Greg Smith</b>    |
| <b>Course Pre-check</b> | <b>Jeff Chenery</b>  |

## **Vehicle Inspection and Liability Agreement**

Each team must complete an emergency notification and vehicle self-inspection form and return it to the registration officials. This is required in order to receive route instructions. A release and Waiver of Liability, Assumption of Risk and Indemnity Agreement must be signed also. Any person under the age of 18 must have a Minor Waiver completed by an adult or legal guardian prior to the minor's participation in this event.

## **Official Mileage (OM)**

The course was measured in one continuous run most recently on Sunday, October 2, 2008, using a Metallic Green 1996 Saturn SL1 and Alfa Elite with the sending unit mounted to the left rear wheel. Tire pressures were set consistently in all four tires. Certain segments were measured independently due to changes in the course made to accommodate the event occurring the weekend of this event at Virginia Motorsports Park and to avoid areas which will be anticipated to be highly congested by traffic. The Alfa Elite was calibrated over a twenty six mile section of Interstate 295. Mileage was verified to the thousandth of a mile, but only will be disclosed to the nearest hundredth of a mile. At intersections with Stop Signs or Traffic Lights, mileages were taken with the front tires of the car on the painted white line, if no white line existed and in non-controlled intersection 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.

### **Lodging Information**

Contestants requiring lodging for the night previous or the night of the event are encouraged to search near 800 Southpark Blvd, Colonial Heights, Virginia, 23834. This is near Southpark mall with a number of establishments including Hilton, Comfort Suites and Holiday Inn among others. There are several areas nearby that may not be what competitors would like so please contact the Rally Master if you have questions about where to stay. The above mentioned location near Southpark Mall is approximately 9 miles from the start and finish locations of the rally.

### **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.

### **Tentative Schedule**

9:00 AM - Registration and Tech Inspection  
9:45 AM – Safety Meeting (All Contestants)  
10:00 AM – Car Zero receives NRIs.  
10:30 AM – Car Zero leaves the start  
1:15 PM - First Car Finishes (approximate)  
3:30 PM - Results Presentation

### **Locations**

Autumns Fire 2008 will start from the East Coast gas station located at the corner of Boydton Plank Rd and Airport Rd in Dinwiddie, Virginia. There is a Subway restaurant in this station, a Huddle House (similar to Waffle House) restaurant adjacent to the station and Giuseppe’s Pizza serves breakfast starting at 6:30am. Giuseppe’s is located a short distance from the East Coast Station.

East Coast (Subway)  
6460 Boydton Plank Rd  
Petersburg, Virginia 23803-7407  
(804) 733-9592

The mid-rally break will occur at the Food Barn Gas Station in Dinwiddie, Va.

Food Barn (Gas Station)  
14011 Boydton Plank Rd  
Petersburg, Virginia 23841  
(804) 469-3920

This station has a selection of hot food but Contestants are reminded that the finish is at a restaurant and is only 1 hour after the break.

The rally will complete at Giuseppe's Pizza Italian restaurant near Virginia Motorsports Park. Scoring, Awards and Camaraderie will be at:

Giuseppe's Pizza Italian  
7022 Boydton Plank Rd  
Petersburg, Virginia 231803  
(804) 733-1300

### **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 left side of the car under the driver's window. 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. Unless there are more than 9 competitors and static cling number used that has a 10's digit (i.e. 19 versus 9) will have the 10's digit ignored for purpose of car number and out time calculations. If more than 9 teams then this factor will be evaluated and updated at the driver's meeting on the day of the event.

### **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 on the right hand side of the route traveled and enclosed by quotation marks (" "). If the sign is on the left hand side of the route traveled, it will be denoted by the annotation SOL (Sign On Left) and, if applicable, PTR (Parallel to Road) when the indicated sign is positioned in a position parallel to the road being traveled. When the term '**Speed Limit Sign**' is used in lieu of a quoted speed limit (i.e. "Speed Limit 45") then this refers to a state regulation white rectangular sign at which the indicated speed limit takes effect. This is the point at which the CAS changes if so indicated. Along the route of this rally there are several yellow diamond shaped caution signs with a standard Speed Limit sign representation in them. These indicate to motorist that there is a speed limit sign coming in a short distance. For purpose of navigating this rally these yellow cautions signs do not exist. This is to prevent confusion and incorrect speed changes for competitors.

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

Delta mileages are given for any NRIs separated by less than 2 tenths (.2) miles or as a navigation aide to assist teams in validating if they are on course. Regardless why a delta mileage is provided it will ALWAYS be the distance from the previous NRI.

### **Car Zero Time**

An NRI may contain a Car Zero Time (CZT), in hours, minutes and hundredths of minutes (cents). CZT time 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.

### **Outmarkers**

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

### **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. The outmarker for the closed control will be indicated either in the NRIs or via a sign posted at the closed control. If signs are posted at closed controls contestants should slow enough to read the sign to determine outmarker location and restart time. Signs will be placed distant enough from a closed control so that competitors do not pose a danger to each other when entering the control and/or trying to read the sign. A traffic pylon with the word 'Outmarker' attached to it will be used for any control where the restart point is NOT the next NRI. The mileage and Car Zero start time from this point WILL be indicated in the NRIs with the word 'Outmarker.'

### **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 half of the rally do not apply to the second half)
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.

### **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 *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. If a control, open or closed, is located at or near an intersection, controlled or not, then it is at the workers discretion to determine if the competitor is stopping for a prolonged time and not simply for safety.

Creeping penalties will be applied by the control crew when a competitor is seen to be entering the control at a speed slower than ½ 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.

\*\*IMPORTANT: The Dinwiddie County has see fit to tar and gravel several sections of road used in this rally. Speeds have been reduced for these sections to ensure safety. None of the roads have been determined to be hazardous to competitors, their vehicles or course workers.

### **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. Therefore the following non-standard abbreviations and definitions are 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

**Car Zero** – Fictional vehicle against whose calculated times competitors are scored.

**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

**Delta Mileage** – A Delta mileage is the distance from one NRI to the next.

**ETZ** – End Transit Zone

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

**FZ** – Free Zone

**ODO** – Odometer

**OM** – Official Mileage

**Outmarker** – A point designated either via a physical landmark or a marked traffic pylon from which the next leg of the competition course will proceed.

**Principal Road** – The principal road is the obvious continuation through an intersection of the road upon which you are travelling. 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

**Restart Time** – The time at which Car Zero is assigned to leave the designated point, either break area or checkpoint. This time is used for calculating the start of the next leg. Competitors should leave this point at Car Zero time plus their car number.

**RR** – Railroad

**SOL** – Sign on left

**SOR** – Sign on Right

**TZ** – Transit Zone