

Hup, 2, 3, 4

General Instructions

This is the March 2010 Blue Ridge Rally. Registration is in the parking lot in the Franklin Valley Plaza near the intersection of I-79 North and Route 910 West. This event ends at the Kings Family Restaurant near the starting point. Start this Rally as indicated in the Route Instructions. This is a novice friendly event. Extra parenthetical remarks have been added to the OCZ to help novices understand how the rules work. Please read those remarks **before** you start the rally, some of the intersections come up quick once you are under way!

Roads: Road configurations are to be determined as you enter an intersection, not as they appear upon approach. Both paved and unpaved roads are used and exist. The following Roads do not exist, are not to be turned on to and are not to be used to determine a road configuration: Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, and other obviously private roads such as driveways (indicated by mailboxes, emergency services house numbers, etc.), gated or chained roads (whether open or barred), roads leading only to parking lots, schools, cemeteries, etc., roads requiring an illegal turn or an illegal entry, ramps to Interstate 79. Roads marked as Lane (or any of its abbreviations) do not exist unless you are explicitly directed to traverse one. Roads will be identified by a sign at the intersection or by a premarker. All signs that identify roads exist even if the road(s) do not.

Mileages: The official mileage is the distance from the start of each leg of the rally to a point along the rally route, given to within 0.001 miles. Official mileage for an instruction, if present, is given in the left margin of the Route Instructions (RIs). Official Interval Mileages (OIMs) are given in the text of the RIs and indicate an official distance from a designated point. Official mileage reverts to 0.000 at the Outmarker of each Open Control. Mileages at intersections were taken at the apex of the turn. You will not have to choose between two or more roads based solely on a mileage difference of less than a tenth of a mile. Official mileages were measured from the driver's rear tire of a 1997 Green Subaru Legacy AWD with Michelin X-Radial 205/70R15 tires with ambient air temperature near 50F. The car had 195,197 miles on it, but the age/usage of the tires was not disclosed.

Speeds: All speeds are given in miles per hour. A speed change referenced to a sign or landmark is to be executed at the near edge of the referent. A speed change at an intersection is executed at the apex of the intersection. A specified average speed (called a CAS) or assignment of average speed for an unspecified distance is complete at the point of execution and is effective until the next speed change.

Landmarks: All landmarks must be defined in the Glossary, referenced to an official mileage, or identified by a sign.

Signs: Material enclosed in quotation marks refers to text taken from a sign. Signs used will be on the rally route and apply to your road in your direction of travel. Signs not on the rally route (in a field, down a side road, etc.) are not to be used. All signs that name, identify, or designate the roads at an intersection exist (even if they would otherwise not be on your route or direction of travel). Signs may be quoted in full or in part. If quoted in part, only prominent and consecutive complete words or numbers will be used. There is no significance to the case, style, font, or punctuation of quoted material, but spelling is exact. Exact spacing is not important, but the presence or absence of spacing is. All the signs on one support are considered to be one sign. Signs are to be used with the intent of the erecting agency.

Course Following: At each point along the rally route, apply the following rules in the order listed:

1. Follow the directions on an Emergency Sign (see example at registration).
2. Execute an instruction with an official mileage in the left hand column at that mileage.
3. Execute an instruction without an official mileage in the left hand column at the first opportunity to do so, unless it would take you in the same direction as the Main Road.
4. Follow the Main Road. Use these Main Road Determinants (MRDs), in the order listed, to determine the Main Road:
 - (a) RIGHT AT T. (R@T)
 - (b) STRAIGHT AS POSSIBLE. (SAP)

If you come to an intersection where you can neither execute an instruction nor follow the Main Road, and which has no Emergency Instruction Sign, you are off course and need to retrace your steps.

Instructions: Contestants are to execute Numbered Route Instructions (NRIs) in ascending numerical order. Each NRI must be completed before execution can begin on the next instruction, unless the instruction says that it MAY OVERLAP. If an NRI contains parts,

those parts are to be executed in order. An NRI cannot overlap itself. Course directing actions (e.g.: left, right, straight) are to be executed when their minimal requirements are met. Non-course-directing actions are not intended to direct a course of travel and are to be executed when their minimum conditions are met. Material in the Route Instructions which is enclosed in parenthesis is not essential and is not official information. It is intended to be helpful.

Controls: Only Open Controls will be used and will be on the right side of the rally route.

Open Controls are identified by a Checkpoint sign (see example at registration). Be sure to drive across the timing hose (if present) and then pull past the checkpoint crew to park. Return on foot to the crew with your score card. If you arrive at an open control with other contestants, please report to the crew in the same order that your cars came into the control. This way you will be given YOUR correct arrival time. The control crew will record your arrival time, assign you a departure time for the next leg, and return your scorecard with a Leg Slip. The Leg Slip will contain various official information about the leg you have just completed, official information regarding the next leg: such as the distance to and description of the Outmarker, CAS effective at the Outmarker, etc. The Leg Slip may also contain unofficial commentary on the leg you have just completed.

Timing and Scoring: All timing will be in minutes and hundredths of minutes.

Citation for a moving violation	Disqualification
For each 0.01 minute early or late at a control	1 point
Creeping or taking evasive action in sight of a control	100 points + any other penalties which apply.
Maximum time penalty at a control	300 points
Missing a control, or more than 20 min. late	500 points

Creeping is defined as traveling at one half of CAS or less. The creeping penalty is assessed if you fail to accelerate into the control after being signalled (waved in by the control crew, having the control car flash its headlights at you, etc.).

If you need to take a time allowance for deer, or a tractor, in the road, or for any other reason: Record your claim on your score sheet **and** notify the Checkpoint crew of your claim. Wait for their acknowledgement of it before leaving the control. All claims must be for a time ending in half a minute (0.5, 1.5, 2.5, etc.) with a limit of 19.5 minutes total claim for the entire event.

Important Notes:

- Pause 25 at each LIGHT you encounter along the rally route, for the entire rally.
- Some intersections, esp. crossroads, have no stop signs. DO NOT assume you have the right of way because you have no STOP sign.
- In a free zone you are free to travel faster than CAS, up to the speed limit. Since there are numerous intersections and potential delays, travel at a reasonable and safe speed until the end of the free zone. When you get to the end of the free zone, calculate when you should have arrived (hopefully later than you did arrive) and leave then.
- The OOPS mileage for all legs is 12.500 miles. The OCZ mileage is not part of leg 1's OOPS mileage. The OCZ time, however, is part of Leg 1's time.
- During the writing of this rally, the rallymaster unexpectedly encountered deer, turkeys, pheasants, groundhogs, rabbits, mountain bikers, tractors, hay wagons, potholes, roads that narrowed suddenly, and unmarked single lane bridges. Be careful out there!
- If you get lost, the Rallymaster's cell phone number is:
412-478-6368
Cell phone coverage is spotty, so please leave a message if you can't get through and hopefully I'll be able to connect before its too late. Note that if you call for help/directions on a leg, you'll be scored a MAX for that leg (unless there is some flaw in that leg, in which case the leg itself will be thrown).
- Convenient conversion factors:
CAS 20 is 3.00 minutes/mile. CAS 25 is 2.40 minutes/mile.
CAS 30 is 2.00 minutes/mile. CAS 35 is 1.7143 minutes/mile.
CAS 40 is 1.50 minutes/mile.

Glossary

AFTER From one inch to infinity beyond the referenced point.

AT *Even with* for speed changes, *in the nearest vicinity of* for turns, otherwise *at the first opportunity*.

BEFORE Prior to and in sight of the referenced point.

BFZ Begin FREE ZONE.

CAS Change (or Continue) Average Speed.

CONTROL A checkpoint where you will be timed:

An Open CONTROL is identified by a checkpoint sign (see example at registration) with a crew that times you as you pass the sign.

CROSSROAD An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

EACH zero, one, or more times.

EFZ End FREE ZONE.

FREE ZONE A part of the rally route in which there are no Open Controls. No penalty will be assessed for stopping in a Free Zone. The OCZ is a FREE ZONE.

INTERSECTION A meeting of more than one existing road at grade level, where the rally car can legally proceed in more than one direction without making a U-Turn.

IWO Instruction Working On. The NRI you are working on as you reach the Outmarker.

KEEP LEFT(RIGHT) To turn from 0 to 35° left(right) of straight. (Used when some picky contentants might find themselves pulling out a protractor, transit, sextant, etc., before deciding if “that road” goes STRAIGHT.)

LANE A road identified with a sign containing the designation LANE, or **any** abbreviation thereof. Note that this is a designation as intended by the erecting agency, and not a spelling or word trap!

LEFT (RIGHT) A course directing action to change direction to the left (right) from 10 to 179 degrees at an intersection.

LIGHT A standard three color, three light traffic control instrument located at an intersection, used to regulate traffic. Multiple instruments controlling one intersection are to be counted as one LIGHT.

NRI Numbered Route Instruction.

OCZ Odometer Calibration Zone. This is a FREE ZONE in which you are to calibrate your odometer to the official mileage. If you pay attention during the OCZ, you'll also learn how the rallymaster interprets intersections.

OIM Official Interval Mileage - an official distance from the referred point (rather than from the outmarker which began the leg).

OOPS The callback distance for a leg, given in miles. If you exceed this mileage without finding a control you are most likely off course or you are more than 20 minutes late and the control has closed.

PAUSE To delay an amount of time at the given point, or over a given distance. The distance over which a PAUSE is specified is a FREE ZONE. If you are instructed to PAUSE at a point, do so at that point or at the first safe place immediately beyond it. All PAUSE times are given in hundredths of minutes.

R@T RIGHT at T.

SAP Straight As Possible.

STOP Official octagonal STOP sign that rally cars must obey.

STRAIGHT A course directing action to proceed within 10 degrees of directly straight ahead.

T An intersection of exactly three roads, one on the left, one on the right, with the contestant approaching on the third as if upward along the base of the letter 'T'. It is not possible to go STRAIGHT at a T.

TURN LEFT, or RIGHT, but not STRAIGHT. A TURN can only be executed when it unambiguously identifies a route of travel. (TURN is a course directing action because LEFT/RIGHT are.)

Route Instructions

- ____0.000 1. Start the rally at 14:00 plus your car number in minutes. Begin OCZ. Zero your odometer and exit the parking lot at the STOP sign. Take 30 minutes to complete NRI 16. May overlap. *(To exit the parking lot, you must go to the right. Because you are forced right out of the parking lot, you can only legally proceed in one direction. An intersection requires that you can legally proceed in more than one direction. Since you cannot proceed in more than one direction here, there is no intersection and the course directing action RIGHT cannot be used.)*
- ____0.128 2. Left on Mingo at LIGHT. *(Mileage is taken from the apex of the turn.)*
- ____1.307 3. "Quincy Lane". *(A sign to find. Instructions like this one are used to to indicate that you are on course. There is no course directing action here, proceed SAP.)*
- ____2.719 4. Straight at STOP. *(Mileage taken at the STOP, which is a stop sign as per the Glossary. Although this instruction is redundant with the SAP MRD, you can execute it here because of the official mileage in the left-hand margin. Without the official mileage you would have to hold this instruction because it is redundant.)*
- (NOTE: Next Instruction Comes Up Quick!)
- ____2.894 5. Keep Right on Pleasant Hill Road. *(As you approach this intersection, it might seem as if MRD SAP would take you on to Pleasant Hill, but once you are in the intersection Pleasant Hill is a Right. As stated in the Generals, intersections are to be evaluated when you are in them, not as they appear upon approach.)*

- ____4.063 6. Right on Knob. *(Mileage is taken at the apex of the turn. While this is redundant with R@T MRD, you can execute it here because of the official mileage in the left-hand margin.)*
- ____5.429 7. Right at LIGHT. *(see parenthetical comment on NRI #6.)*
- ____6.441 8. Right at second LIGHT. *(This is redundant with the R@T MRD. What? R@T? Yes, R@T. This may look like a crossroad, but as stated in the Generals, ramps to I-79 do not exist. When a road does not exist, it cannot be used to determine a road configuration, therefore this is a T and the R@T MRD applies. Signage here is not ideal; you have to look at the signs for the cross traffic in order to identify the road ahead as an ramp to I-79. The Generals say that all signs that identify roads exist and are to be used.)*
- ____7.400 9. Straight (to continue) on Warrendale Bayne Rd at Pleasant Hill. *(This is redundant with the SAP MRD, but you can execute it here because of the official mileage in the left-hand margin.)*
- ____7.759 10. Right at Crossroad. (NOTE: Next Instruction Comes Up Quick!)
- ____7.844 11. Right at Stop. *(Mileage is taken at the Stop Sign. See parenthetical comment on NRI #6.)*
- ____8.290 12. Left at T. *(This is a T because you cannot execute STRAIGHT here. Yes, the SAP MRD would take you to the left, but SAP is lower priority than R@T, which would take you RIGHT here. Hence this instruction is needed to take you LEFT.)*
- (NOTE: Next Instruction Comes Up Quick!)
- ____8.453 13. Straight on to Mingo Rd. *(See parenthetical comment on NRI #9.)*

____8.968 14. Turn on Wexford Run. *(Turn is either Right or Left. In this case, Wexford Run is on your left.)*

____9.618 15. Second Right, on Neely School Rd. *(NOTE: This is the second right, not the third right, because the first road on the right is Dyrt Lane. Lanes do not exist, so there is no intersection at Dyrt Lane, and it cannot be counted as a Right.)*

(NOTE: Next Instruction Comes Up Quick!)

____9.700 16. End OCZ at "Speed Limit 25". Zero your odometer. CAS 25. BFZ.

(Do not tarry here, carry any timing discrepancy into the free zone... BFZ means that you can and should travel at a safe speed for the roads and conditions. When you arrive at the EFZ you will probably be early. Calculate how long it should have taken you to get the EFZ and you'll know at what time you should leave there.)

_____ 17. CAS 35 at STOP at Mingo.

____5.753 18. Right on Cliff. CAS 25. EFZ within 0.8 OIM. *(Pick the **first** safe place you come to, there is no 'one big area' where everyone can wait together.)*

_____ 19. Right on Pleasant Hill at STOP.

_____ 20. Right on Cliff. CAS 25. EFZ within 0.8 OIM. *(See parenthetical comment on NRI #18.)*

_____ 21. Right on Pleasant Hill at STOP.

____3.524 22. Left on Audubon. CAS 20.

_____ 23. CAS 25 at "Watch Children".

- _____ 24. Right after "Thorn Hill Rd".
- _____ 25. Right at Light on Brush Creek. CAS 35.
- _____ 26. Right on Cliff. CAS 25. EFZ within 0.8 OIM. *(See parenthetical remark on NRI #18.)*
- ____0.006 27. Left at T. (with Caution)
- _____ 28. CAS 25 at "Speed Limit 25".
- _____ 29. Left at Compton.
- ____1.783 30. Left toward '\$300.00 Littering Fine' and to avoid Nordheim. Pause 50 prior to next instruction. (WARNING: road turns to gravel and gets slippery.)
- _____ 31. CAS 30 at STOP. EFZ.
- _____ 32. CAS 40 at STOP at Conway Wallrose.
- ____0.002 33. Left at Big Sewickley Crk.
- ____0.599 34. Left on Warrendale Bayne.
- ____0.888 35. Left on Pgh-Rochester. CAS 25.
- _____ 36. Pause 20 at "One Lane Road Ahead".
- _____ 37. Left on McGuire Lane. *(Remember, Lanes don't exist **unless** you are explicitly directed on to them.)*
- _____ 38. CAS 40 at STOP.

- _____ 39. Turn on Mary Reed. CAS 25.
- _____ 40. Pause 50 at each STOP in the next 1.1 OIM. May Overlap.
- _____ 41. Turn after "Gross".
- _____ 42. Left at Conway Wallrose at STOP. CAS 40. EFZ within 1.0 OIM.
- _____0.043 43. Right on Amsler Ridge.
- _____ 44. Pause 150 at each '\$300.00 Littering Fine' before control. May Overlap.
- _____ 45. Pause 20 at 'Four Wheel Dr'. *(After some of the roads we've been on, you wonder if you shouldn't have used Four Wheel Drive already, but after a quick ponder you decide it is far too late for second thoughts now and just continue on.)*
- _____2.219 46. Right to avoid Compton Court Dr.
- _____ 47. CAS 40 at STOP. EFZ within 0.5 OIM.
- (**AFTER THE RALLY IS OVER:**
- 0.0 Left at T on Big Sewickley Crk.
- 1.8 Keep Left at Stop to follow the signs to Rt 910 and I-79.
- 2.4 Keep Left at Stop, with Caution, to follow the signs to Rt 910 and I-79.
- 3.9 Straight at Light, keep in the left most straight ahead lane.
- 4.1 Straight at Light, remain in the left most straight ahead lane.
- 4.33 Left at second Light on to VIP Dr and then into King's Parking Lot.
- (The first left would put you on to I-79 North. DO NOT WANT!)
- Please join us at the end for dinner and determination of the final scores.
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