

The Game's Afoot

General Instructions

This is the May 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 Eat'n'Park, 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 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, 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. 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 within the text of the RIs and indicate an official distance to or from a designated point. Official mileage reverts to 0.000 at the Outmarker of each Open Control, at the end of a DIYL, and where stated in the instructions. 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 passenger rear tire on a 2005 Toyota MC Hammer "Can't stop this" Prius, using a refurbished Chuck Larouere mileage pickup connected to an Alfa Elite.

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 in the RIs that is 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. If the instruction says: MAY BE REDUNDANT, then you are to execute it even if it takes you along the Main Road.
4. Follow the Main Road. Use these Main Road Determinants (MRDs), in the order listed, to determine the Main Road:
 - (a) PROTECTION. (PROT)
 - (b) LEFT AT T. (L@T)
 - (c) 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 RIs which is enclosed in parenthesis is not official information; it is intended to be helpful.

Controls: Both Open Controls (Checkpoints), and Do It Yourself Leg (DIYL) Controls will be used. All Controls will be located 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.

DIYL Control locations will be indicated in the instructions, and will be identified by a sign or other landmark along the rally route. At the indicated point:

- Note your arrival time and mileage and then zero your odometer.
- Pull away from the marker to allow other contestants access to it.
- Record your arrival time, in ink, in the arrival slot of your scoresheet.
- Assign yourself a departure time for the next leg by rounding your arrival time up to the next whole minute and then adding 4 minutes. Record this calculated time in ink in the departure slot of the scoresheet for the next leg. If your departure time is more than four minutes after rounding, the extra time will be counted as a time allowance for the next leg (see below).

An example DIYL departure time calculation:

- Your arrival time at a DIYL Control: 4:13.69
- Rounded up to the next whole minute: 4:14.00
- Add four minutes to get your departure time: 4:18.00

NOTE: You must record your times on your scoresheet in ink before you enter the next Open Control or you will be scored as missing the leg(s). You will receive the Leg Slip(s) for DIYL(s) at the next Open Control, or at the end of the rally.

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 of total claims for the entire event.

Important Notes:

- Pause 30 at every “Golfer Crossing” sign you encounter, for the entire rally.
- All open controls are at the same location on Hopkins Church Road. All other roads are Free Zones. Turning on to Hopkins Church ends the Free Zones.
- Drive safely according to weather, road, and traffic conditions. When the posted Speed Limit is less than CAS, do not speed, you will be able to make up any time deficit without speeding.
- During the writing of this rally, the rallymaster unexpectedly encountered bicyclists, horseback riders, 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
(If you call for help/directions on a leg, you’ll be scored a MAX for that leg.)
- 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 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.

A DIYL CONTROL will be identified in the route instruction telling you where to end the DIYL and time yourself.

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

DIYL Do It Yourself Leg. The body of a route instruction will tell you where to end a DIYL by giving you the landmark at which to time yourself and zero your odometer for the next leg.

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.

L@T LEFT at T.

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.

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 to/from the referenced 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. If given after a BEGIN DIYL, it is the OOPS mileage for the DIYL. If given after an END DIYL, it is the OOPS mileage for the next leg.

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.

PROTECTION The main road is the single existing road leaving the intersection that does not have a stop or yield sign, excluding the road you entered the intersection on.

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 existing 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.

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 20.00 minutes to complete NRI 9. 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, there is no intersection here thus the course directing action RIGHT cannot be used.)*
- ___0.128 2. Left on Mingo. *(Mileage is taken from the apex of the turn.)*
- ___0.953 3. Left on State Game Lands.
- ___2.961 4. "Weinman". *(A sign to find. Instructions like this one are used to to indicate that you are on course. There is no course directing action in finding a sign, so you use the MRD rules. The road to the right, Weinman, does not exist because of the "No Outlet" sign, and so without more than road to travel on, there is no intersection, just follow the one existing road.)*
- ___3.401 5. Right at STOP. *(The Main Road goes left here by MRD L@T, thus even without an official mileage, you would execute this instruction here because it takes you off the Main Road.)*
- ___4.777 6. "Conway Wallrose". *(Another sign to indicate that you are on course.)*

- ___6.370 7. Hoenig. *(Since Hoenig is not defined in the glossary, it must be identified by a sign. The mileage is taken at the landmark (not the sign!), which is a road, hence the mileage is taken at the apex of the intersection, which is the middle of the intersection since you go Straight here by MRD SAP.)*
- ___7.775 8. Left on Turkeyfoot. *(Note that there is a SPEED LIMIT 25 sign immediately after you make the turn. This is the first Speed Limit sign used for the next instruction since the sign is encountered after this instruction is completed.)*
- ___8.213 9. End OCZ at second "Speed Limit 25". *(Remember, the first "Speed Limit 25" was counted immediately after executing the previous instruction. Using a sign that appears immediately after an instruction is often a trap. Traps in the OCZ are bad, hence these extensive remarks both to prevent you from being trapped in the OCZ, and also to show how such a trap might work later in the rally.)*
CAS 25.
- _____ 10. Left at STOP at "Backbone Rd Sewickley Hgts Golf Course". *(Note: Read the signs carefully, the one you are looking for ends with 'Course', not 'Club'.) May Be Redundant. CAS 40. (They sure do stick a lot of text on some signs! This is labeled as 'May Be Redundant' because, while some folks might correctly consider it to be a T, others might incorrectly consider it something else.)*
- _____ 11. Left on Hopkins Church. CAS 25.
- _____ 12. Right at STOP. *(When you are in a DIYL you should travel at a safe speed for conditions (weather, traffic, etc). If you arrive at the end of the DIYL early, find a place to wait out your extra time. If you arrive late, please take a delay on your next leg, do not speed to make up time lost to slow drivers, wildlife, etc.)*

- _____ 13. Left on Conway Wallrose.
- _____ 14. Left on Compton.
- _____ 15. Left toward "\$300.00" to avoid Nordheim.
- _____ 16. Right on Hitzel Hill.
- _____ 17. Right on Beadnell.
- _____ 18. "Depreciation Lands Survey of 1785". (An example of the sign you need in the next instruction.)
- _____ 19. STOP. Pause 50 at each "Depreciation Lands Survey of 1785" prior to next instruction.
- _____ 20. End DIYL at STOP. Zero your odometer. CAS 25.
- _____ 21. Left at STOP at "Backbone Rd Sewickley Hgts Golf Course". May Be Redundant. CAS 40. *(See remarks for NRI 10.)*
- _____ 22. Right on Audubon. CAS 25.
- _____ 23. CAS 30 at STOP. Watch for Horseback riders for the next 1.000 OIM.
- _____ 24. Turn on Fairhill. CAS 25.
- _____ 25. CAS 30 at STOP.
- _____ 26. Turn on Hopkins Church. CAS 25.
- _____ 27. Left on Camp Meeting Rd Ext.

- ___3.578 28. Left on Sevin.
- _____ 29. Left at STOP. May Be Redundant.
- _____ 30. Straight on Backbone.
- _____ 31. End DIYL at STOP at “Pink House”. Zero your odometer. CAS 25.
- _____ 32. CAS 40 at STOP.
- _____ 33. Right on Henry.
- _____ 34. Right. CAS 25.
- ___4.260 35. Pause 50 prior to STOP. (To admire/avoid the pothole collection.)
- _____ 36. Left.
- _____ 37. CAS 30 at STOP.
- _____ 38. Turn on Hopkins Church. CAS 25.
- _____ 39. Right at STOP.
- ___5.790 40. Left on West Ingomar Road. Pause 30 at each “Watch Children” prior to next instruction. (Do not stop at each sign, simply add the time to your DIY calculations.)
- ___8.006 41. End DIYL at “Speed Limit 35”. CAS 30.
(Right at Light into the Eat’n’Park parking lot. Please join us at the end for dinner and determination of the final scores.)