



The Big Lap Rally, #19

General Instructions



Welcome to The Big Lap Rally, a straightforward TSD rally using tulip instructions. This is a one-day rally that is designed to be easy enough for beginners and difficult enough to keep the pros on their toes. The rally will be governed by the 2015 NER/SCCA Road Rally Regulations, hereafter known as the Regs, and these General Instructions. In case of conflict, these General Instructions have precedence. All contestants are expected to be familiar with the Regs. Copies of the Regs can be downloaded at http://www.ner.org/wp-content/uploads/2014/08/rrregs_2015_v1-0.pdf.

A. Rally History

This is the 19th running of Big Lap Rally.

B. Rally Philosophy

This is a straightforward Time - Speed - Distance automobile rally running on public roads in New Hampshire and Vermont. The rally has been constructed so that the experienced rallyists should get low scores, and newcomers to the sport should be able to easily follow the intended course. Many numbered routes (main roads) and maintained dirt roads are used in this event.

This event is not meant to be a car breaker, but weather is unpredictable and may change the condition of roads. Lowered cars or those with low slung body kits may not be appropriate as there are approximately 40% unpaved roads. All speeds are within the confines of the law. The event will run regardless of the weather. This is **NOT A RACE**, and accuracy and enjoyment of driving is the main point of rallying. Look around while you're driving, there are some great sites if you're looking.

C. Schedule

The rally will start and end at The Car Store Subaru dealership, 63 Rt. 5 South, Norwich, VT 05055.

Saturday, October 24, 2015

7:00 AM – 8:30..... Registration for rally at The Car Store.

Route Instructions available once a team has completed registration. Advice for beginners available.

8:30 AM Mandatory meeting for all contestants.

9:00 AM Start rally at 9:00 plus your car # in minutes.

12:00 PM approx..... lunch break, BBQ at The Car Store

4:00. PM ...approx..... Car 1 finishes rally at The Car Store

**All times except for start, are approximate.

**Novices should arrive as early as possible to ask questions as necessary.

D. Timing

-Time is measured and given in minutes and hundredths of a minute.

-A **Pause 30** in the NRIs equals a delay of .30 minutes or a delay of 18 seconds. (.30 x 60 seconds = 18 seconds).

-Official time will be available at registration on Saturday.

- Any part of the rally which has a CAS over 35 is an automatic free zone. This may be redundant or overlap Free Zones specified in the route instructions.

E. Route Instruction

Numbered Route Instructions (NRIs) utilizing tulip diagrams will be used in this rally. NRIs are listed and executed in ascending numerical order. An NRI is executed at the first opportunity and must be fully executed before considering the next NRI. Go SAP (Straight As Possible) if the active numbered route instruction tulip does not apply to the current intersection. See attached "Tulip Legend", pages 4 and 5, for line and symbol definitions.

This rally is a self-start event. There is no need to leave early and there is limited space at the end of the odo check. Departure from the start will be taken as evidence that the team is satisfied with the completeness and legibility of their Route Instructions. Do not leave early to start the afternoon section.

Information inside quotation marks "....." is actual verbiage or pictures on a sign. Signs may be attached to buildings.

Information inside parenthesis (.....) is given as helpful information, and should not be required in order to complete and instruction. It may be located in a location other than indicated by the "X" on the tulip.

! Exclamation points in an instruction are used to signal that caution is required. There is sometimes a qualifying note to go with the warning, such as ! (sharp turn over crest). One ! means pay attention closely, while three indicate there's a major hazard ahead..... (Oh Sh%t)



Directional arrows, like the one shown, are used to mark curves. They may be used in the route instructions. The number of arrows is accurate and are all contained on the same sign. If the instruction shows 3 arrows, do not perform the instruction at a curve with a 5 arrow sign.

F. Roads

For this rally, both paved and unpaved roads exist. In the route instructions, there is a visual distinction between paved and unpaved roads. Paved roads are shown in the tulips by a solid line. Unpaved roads are shown as a line of long dashes. Non-roads, such as those marked "dead end", "no outlet", "one way", or are clearly a driveway, are shown as a line of dots.

Roads may change from paved to unpaved, or unpaved to paved without being shown in the routes if it is not at an intersection. Construction zones may also have created paved/unpaved changes that are not noted. Only turn onto a paved road when instructed to.

Intersections which contain a clearly marked dead end road as the only option other than the intended rally road will not necessarily be shown, as dead end roads do not exist.

For this Rally, the parking lots of the headquarters and designated break areas do exist as legal rally roads. Please note the course contains many black on yellow signs with suggested speeds for curves. These signs do not legally limit your speed.

Be friendly and wave to the locals you may pass along the backroads. They may not be used to seeing this much traffic on their roads. Also, slow as necessary to avoid aggravating the locals as you pass by. Do not rev the motor near houses. Be aware of, and slow as necessary, for children playing, residents out walking, horseback riders, etc. We don't want to aggravate the locals. Doing so can harm the future of rallying.

Some of the roads used are very narrow. When encountering oncoming traffic, yield as necessary. Stay on your side of the road on corners and over crests.

G. Course Measurement and Official Mileage

The course was measured in a Toyota 4X4 Rallytruck, using an ALFA Elite computer with the sending unit picking up unpowered left front axle shaft revolutions. The final measurement was made in a continuous run, made at rally time.

Many mileages are given, others can be extrapolated from the given mileages. The maximum distance between instructions will not be more than 5 miles. If the delta mileage is more than 3.0 miles, an asterisk will be shown in the NRI column of the instruction.

Mileages were taken with the following priorities: 1. At the indicated sign or landmark, when listed as MTS (mileage to sign). 2. At signalized intersections (traffic lights, either full or flashing), at the painted white stop line on the road surface. 3. When there are painted lines on the road, there is often a break in the lines at side road intersections. If this is the case, the mileage was taken at the end of the painted line on the road. 4. In the absence of any of the above, at the beginning of the turn / beginning of the intersection. Official mileage is given to two decimal places. Instructions with an official mileage should be executed at that mileage, including delta mileages. The delta mileage is the distance along the rally route between the first action point of an NRI and the first action point of the previously listed NRI.

All signs used in the rally will be found on your route of travel. The tulips will indicate sign placement as accurately as possible. You may have to look sideways, as some signs are parallel to the road. Some signs may be more on the street you are turning onto than on the street you begin on.

H. Time Allowance

A Rally is not a race. If you are delayed for any reason (lost, flat tire, emergency equipment, helping a competitor, etc.) you should take a time allowance (TA). There is no penalty for using time allowances on this rally!

Consider or calculate the amount of time that you are late in increments of whole minutes, from 0.50 minutes up to 19.50, and rally on using the speeds specified in the NRIs. Upon presenting your scorecard to the checkpoint personnel, you must inform them that you are claiming a time allowance(s). The time allowance info should be filled in on your scorecard. You may not stop in sight of a control to make such a calculation. The maximum total of time allowances you may take before the lunch break is 19.50 minutes. You should start the afternoon at the prescribed time, regardless of morning TAs. The maximum total of time allowances that may be used after the lunch break is also 19.50 minutes.

I. Open Controls

When an open control, which is identified by an orange sign with a checkpoint on it, is encountered, drive past it in a safe manner and pull over to the right. Take your scorecard and walk back to the side of the control car that is away from the road. You will receive a new out time on your scorecard, and a control slip that will tell you important information. You may be required to change speed according to this information. Checkpoints may be located on roads with solid yellow lines. This is a sanctioned exception to the Regs.

Experienced teams may be called on to "Run-work". A majority of the checkpoints will be operated by run-work teams.

J. DIY Controls

The start of a DIY will not be specifically stated in the instructions. You leave a DIY as specified in the route instructions. When you complete a DIY leg you are to enter on your scorecard your actual arrival time or the time that you think you should have completed the leg. After recording the time, pull ahead to allow room for other cars to stop. **Remember to use hundredths of a minute, not seconds.** You must enter this information before presenting your scorecard to the personnel at the next open control. Follow the instructions given in the route instructions.

K. Emergency Signs

A sample emergency sign will be posted at Registration. Trust and obey them. Emergency signs will be posted if a sign or landmark disappears or if otherwise required to identify the correct course.

L. Scoring

Contestant scorecards may be collected at the lunch break. **Each team should score their own scorecard.** The scoring committee will double check. Scoring will be done and posted as soon as possible after the rally. Awards will be ASAP after the last car completes the rally.

M. Car Numbers

The small yellow adhesive square with your car number on it is to be placed on the passenger side front bumper so it may be seen as you approach a checkpoint. The number may not be placed on any glass.

N. Violations

Receipt of a moving violation or consumption of alcohol or drugs before or during the rally will result in disqualification.

O. Glossary (beyond the customary)

-MTS - mileage to sign

P. Signs

Signs used on this rally may be oriented horizontally or vertically without differentiation. Some signs may be overhead. You will not have to look backwards for signs.

Only speed limit signs on totally white and rectangular backgrounds are referenced and intended for use on this rally. Signs with white speed limit signs imposed over a yellow diamond shaped background are advanced notice of an upcoming reduced speed limit and are not intended for use on this rally when a "Speed Limit XX" sign is referenced.

"No Thru Trucks" signs do not apply to rally vehicles. "Road Closed" signs on open gates are to be ignored. "Road Closed" signs which are controlled by gates and bars are legal rally roads as long as the gates or bars are not blocking the road.

Q. Breaks

There are opportunities for fuel nearby during the lunch break. Dogs and Burgers type lunch will be provided by The Car Store. There is a morning and afternoon break with a bathroom as noted in the routes.

R. Automatic Free Zones

Any segment of the rally with a CAS above 35 will be an automatic Free Zone without mention in the route instructions. The free zone will terminate when the CAS returns to 35 or less, at a break, when specified in the routes, or at the end of the morning or afternoon sections.

S. Questions

Questions about these generals must be submitted in writing, or via e-mail, to the rallymaster, Scott Beliveau, 38 Cedar St., Laconia, NH 03246. beliveau@aavid.com, no later than Wednesday, Oct 21. Questions should be worded so as to be answered with "yes", "no", or "does not apply". Questions and answers will be posted at registration.

T. Rally Committee



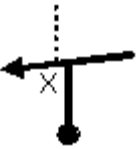

Rallymaster.....Scott Beliveau
Safety Steward/Checker... Kathy Beliveau


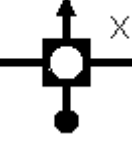
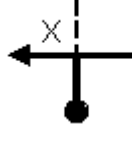
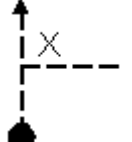



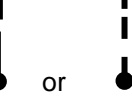
U. Communications - If for some reason you leave the rally, please call the numbers below and let us know that you are retiring so that we don't go out looking for you. If you cannot call, let another competitor know to pass the info along.

603-455-2791 Scott Beliveau

V. Tulip Legend

The following is a Legend of Tulip lines and symbols, and their definitions.

<u>Tulip, Line type</u>	<u>Meaning</u>
	Basics of a "tulip". Dot at bottom signifies where you are coming from. Arrowhead shows which way you are to go. This may be given with a mileage.
	"X" Indicates a quoted sign or landmark. The sign will be defined in the column marked "Other Information".
	A dotted line, like the one at the top, indicates a non-road. A non-road may be a driveway, or a road that is marked "no entry", "dead end", "not a thru road", "one way", or "no outlet". It is not an option as a way to go at that intersection.
	This tulip shows an intersection with an island. All sides of the island are legal, conventionally, you would take the first opportunity to make the right.

	Another intersection with an island. This time, the dotted line shows a non-road, which means you cannot go straight ahead. Follow the path of solid line road through this intersection.	If you are at the proper intersection for this tulip, turn right before the island, then left.
	A squared circle over an intersection, indicates an intersection with a traffic light. This may be a flashing light, or a full stop light.	Go straight at a 4-way intersection with traffic light, and a quoted sign as indicated by the "X".
	A four way intersection with 3 paved roads shown by solid lines, and one unpaved road, straight ahead, shown by the dashed lines.	Turn left at an intersection with an unpaved road across the way and the matching sign as shown and stated in the "other information" column.
	Both roads shown are unpaved.	Continue straight on an unpaved road, passing an unpaved sideroad with the proper sign.
	The symbol to the right that look like brackets lying down represents a bridge.	Turn right at a 4-way intersection to cross a bridge. The sign must match what is stated in the "other information" column.
	The symbols on either side of the road, prior to the fork represent gates.	Pass through open gates, then stay left.
	The boxes, or rectangles represent stores, shops, buildings, or porta-johns mentioned in the information column.	The boxes help to identify which buildings you are looking for.
	The left arrow shows a paved road becoming unpaved. The right arrow shows an unpaved road becoming paved.	If a CAS change is specified with this tulip and there is no sign specified, the CAS change occurs at the surface change.