A BRIDGE TOO FAR

Driver’s Bulletin #1

1. DAYLIGHT SAVINGS TIME ENDS SATURDAY NIGHT. ABTF WILL USE THE NEW TIME. (On Sunday morning the new time of 8:30 will be the old time of 9:30).
2. **The START of the event will move forward to 8:30 (new time) plus car numbe**r; Route Instructions will be given out at 7:30; Drivers’ Meeting at 7:45; finish approx.. 1:15.
3. Note some of the small items different than CB50: (large items are more obvious)
	1. The start is in a different location; it is at the “Stop” at the bottom of the Grand Summit driveway.
	2. Leg times were rounded, per NER Regs. (Mileages were truncated).
	3. Definition of Island and On/Onto.
	4. There are no automatic pauses at covered bridges.
	5. ABTF uses “Section” to mean before the rest break and afterwards.
4. As noted by Covered Bridge Rally, there are no fuel stations at Mt. Snow.
5. The 19.5 max TA applies per Section; it resets at the rest break.
6. There is one Do It Yourself Leg in the second Section of the event. DIY is a leg not staffed by control crew. It is a checkpoint where you are required to time yourself rather than being timed by a control crew. Upon arriving at the DIY end location, you must enter your theoretical correct arrival time on the scorecard in the block labeled **FINISH** for that leg**. Make sure you enter your time in minutes and hundredths of minutes.** You will enter your start time for the next leg in the next block marked **START.**  This start time will be your finish time in whole minutes plus 4.00 minutes, truncated. You will be told in the NRI’s when to end a DIY; however, you will not be told when the DIY leg begins.

1. Make sure your Class is correct; there is no Novice Class.
2. GPS map restriction applies also to phones.
3. We have found one more place for a “NO” sign; there is one place in the middle of the afternoon section that will have a “NO” posted off course.
4. Some controls will use a pneumatic hose to record the vehicle passage; in some places ‘line of sight’ will be used (so no hose on the road) – in both cases there will be a checkpoint sign at the timing line.
5. The course has numerous loops – so if you see a rally car coming toward you don’t think you are wrong.
6. At this time of the year the change of surface at sideroads is sometimes hard to see.