

A BRIDGE TOO FAR



Leg 8, 2016

GENERAL INSTRUCTIONS

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General Instructions

November 6, 2016

EVENT: A BRIDGE TOO FAR is the second part of the USRRC weekend. It is a more difficult TSD rally, also part the NER, SCCA New England Rally Championship.

A BRIDGE TOO FAR will run in two loops, separated by a short 'coffee' break near Brattleboro, VT. All the route is contained in the State of Vermont. The rally will be approximately 100 miles and take approximately 4.5 hours to complete.

HEADQUARTERS: Mt. Snow, W. Dover, VT

SCHEDULE:

Registration: Saturday 8:30-9 pm; Sunday 7:30-8:30 am

Route Instructions Issued: 8 am Sunday

Driver's meeting: Sunday 8:15 am

Car #1 Starts: Sunday 9:01am

Car #1 Finish 1:30 pm approximately

Awards: Approximately 2:30 pm

REGISTRATION AND VEHICLE INSPECTION: All entrants will be required to complete an entry form, produce a valid driver's license, and sign the waiver form. **NOTE: Minors must present a valid 2016 minor waiver form.** All entrants will also be required to fill out the emergency notification and vehicle inspection form.

VEHICLE NUMBER: The vehicle id goes on the right front bumper just below the headlight.

GENERAL OPERATIONAL INFORMATION:

1. Please turn in your Contestant Evaluation Report [CER] to the Official Observer Chuck Larouere or the scoring desk at the end of the rally.
2. The claims Committee, if needed, will be posted at the end of the event. It is not possible to list the names in these generals as who is coming is not known at the time of printing these generals.
3. There is an example of an emergency sign at registration. Look at it and do not be fooled by those helpful signs the natives put out. If the emergency sign states a mileage and/or NRI number, that mileage and/or NRI occurs at that point where the sign is posted.
4. This is a reminder. This rally and all rallies travel on public roads, roads that see very little traffic. You are using these public roads for your sport of rallying and as such, are expected to obey the rules of the road with courtesy to others. Use time allowances to avoid problems. Also be aware of pedestrians and horseback riders, slow appropriately.
5. There will be a short opportunity to fuel up and food near the halfway point around 11 am.
6. Passing on a solid line or double line in Vermont IS legal, as long as there is a clear road ahead.
7. Please drive with your low beam headlights on; easier to be seen by oncoming traffic.

8. In one off-course location near the start of the rally, we have erected a “NO” (the words in black on a 1’ x 1’ white sign). If you see this, you should turn around and go back to the last intersection (about 0.2 mi) and decide what you did wrong.

START: The start will be 9 am plus your car number in minutes from the designated start line. The initial route instructions for the rally will begin with NRI #1 and ascend consecutively. You are asked not to leave the start more than 10 minutes before your correct starting time due to the limited parking at the end of the odometer check.

QUESTIONS: Questions regarding these general instructions should be submitted in writing to John Buffum @johnbuffum1@gmail.com. Questions arriving prior to October 28th will be posted at registration.

MILEAGE: Official mileage was taken on September 27 using a Timewise 797 and a signal from the right rear wheel on a front wheel drive Mazda 3. The factor was set to give slightly more than statute miles. Mileages were recorded to the hundredth, truncated. The course was run at approximately rally speed, being careful when necessary; on small ‘dirt roads’ the right side of the road was favored, with some slight ‘shortcutting’ only on sharp corners. It was a cool day. Before the start the rallymaster drove 5 miles to ‘warm-up’ the tires.

CONTROLS: When arriving at a control, please pull beyond the control vehicle and park off the road. Take your scorecard back to the control vehicle. LINE UP IN THE ORDER IN WHICH YOU ENTERED THE CONTROL. Outmarkers are not used; the “in” line at a control is also the out marker.

GOVERNING REGULATIONS: The governing regulations for this event are the NER, SCCA Rally Regulations, 2015 edition (important parts are on pages 9-20) as amended, and as modified and/or amplified by these General Instructions. Copies of the NER Regulations are available online at www.ner.org.

The below governing amendments to the NER Rally Regulations are laid out in a similar order; if no mention is made of an item, the item remains as specified in the Regulations:

SECTION I –

Article I-2: Class Limitations

A) Class E

No limit is placed on the equipment permissible for use

B) Class L

No limit is placed on distance measuring equipment. Computation equipment must not receive a direct input from any distance measuring device (including GPS). Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment.

C) Class S

Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or GPS device(s). Computation equipment must not receive a direct input from any distance measuring device. Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment (if any).

Article I-3: Equipment Limitations

Section B.1: Read this sentence. GPS MAP DISPLAY. Our feeling on a GPS MAP DISPLAY is that it is NOT in the spirit of road rallying in general; so cover it up or turn it off! (honor system). The odometer portion of a GPS or cell phone is allowed if the class rules allow it.

SECTION II –

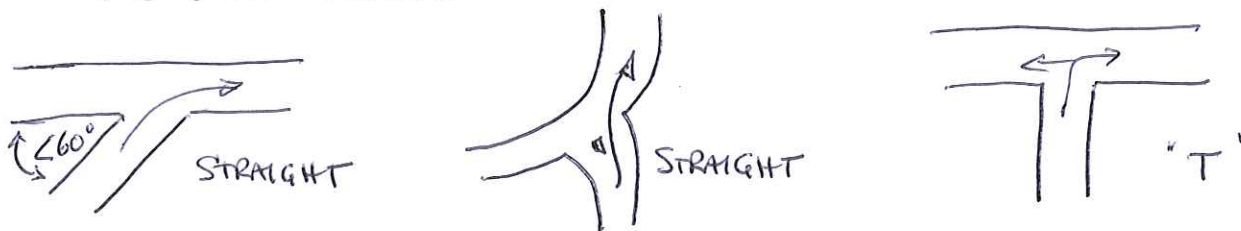
Article II-1: Course Following Conventions

Section A.1: Add: All roads with the prefix or suffix “pvt” or bearing the names “Lane” or “Way” or “Drive” (or abbreviations) are private. (Normally, traveled roads have a road name sign, a ‘backed-up’ STOP sign or a “Legal Load Limit...” sign; this is not a hard and fast rule, but is meant to be helpful.) All roads used on this rally are all-weather roads; some are smaller and may not always be well maintained, but none are ‘jeep trails’ or snowmobile trails.

Section A.6.c: Add after “...from paved to unpaved...”: “or from unpaved to paved”.

Section A.6.d: Delete whole sentence. Add: When on an unpaved road, paved roads will be considered non-existent unless the instruction contains the word ‘paved’ (i.e. “Left on paved”). General explanation: When on a paved road, unpaved roads do not exist, unless the NRI you are seeking to execute contains the word unpaved. Ex: Right at T. Unpaved. From the intersection, if you can see that it’s unpaved, it’s unpaved (this happens a lot in Vermont); short lengths of pavement in and around intersections should be ignored. Likewise, when on an unpaved road, paved roads don’t exist, unless the NRI contains the word paved.

Section A.8: Add: To qualify as a ‘straight’ at a slant T, the angle of turning must be less than 60 degrees; to qualify as a ‘T’, the turnings are more than 80 degrees. These angles are used as a guide – they are not meant to create a trick; if the intersection is too close to call then a mileage or identifying object will be inserted.



Section B: This rally uses only “Put on a Road by Name or Number”.

Article II-2: Route Instructions

Section A.2: Add: New route instructions will be provided at some controls and will be in different formats; these instructions will be active for that leg of the rally. Tulip diagrams and county maps (3/4 inch:1 mile), in addition to ‘normal’ instructions, will be used on different legs. {Hint: Bring a magnifying glass and a scale comparison device}.

Tulip Legs:

The route will be indicated by tulip drawings; these are drawings of the intersections as viewed from above. In the diagram you enter at the “dot” and leave at the ‘arrow’. “X” indicates position of a sign; dashed lines indicate unpaved roads. Both paved and unpaved roads exist for travel – if the location fits the tulip, use it. Between tulips use the normal route following guides to follow the route.

Map Legs:

Follow the indicated route as highlighted on the given map; both paved and unpaved roads exist for travel. Additional information (NRI’s) will be given on the map. The scale of the map will be 3/4” to 1 mile; the map is new, all the roads that you will take are correctly shown – some sideroads may or may not exist. There is no maximum distance between instructions.

Section B.2: Does not occur

Section B.5: Add this paragraph:

5) Course following precedence:

1. Dead end, etc. roads don't exist (Article II-1; Section A1, A2).
2. Execution at mileage (Article II-2; Section C.6).
3. Paved vs unpaved (Article II-1; Section A6).
4. On or Onto main road rule (Article II-1; Section B).
5. Straight ahead rule (Article II-1; Section A.8).

Section B.6: Add this sentence:

6) **Competitors should not use an instruction if, under the other rules, they would have gone in that direction anyway, i.e. there are no redundant instructions.**

Section C.9: Add: Mileages will be taken at the sign if there is one quoted, at the beginning of all intersections or at the beginning of a long object (bridge).



Article II-3: Glossary

Island: Add: It is not possible to go straight at an island (they cannot be on the side of your traveled route)

Follow main road: This means to follow the main road as determined by painted lines on the paved road or the width and quality of the unpaved road. This is a straightforward way to have you follow the "main road".

Article II-4: Controls

Section A: Add: Off course controls may be used; they may be located on or off the route. Contestants will not know on entering such a control that it is an "off course control", as it will look like an ordinary Open Control. Enter as normal and return to get your time in. However, you will not be given a time but rather you will be told you are 'off course' and will be given instructions on how to return to the rally route and thus enter the next control (the one you were looking for; you will not 'miss' any). At that next control you will be timed as you cross the line (as normal); you should return to the control car and receive your 'in' time and your new 'out' time (as normal) (that control doesn't need to know that anything happened out of the ordinary). Your 'in' time at that control will not be used in any calculations; scoring at the end will give you a penalty of 100 points, immaterial of how late you are, so no reason exists to take a TA.

Section B.3: No closed controls.

Section B.6: Add: If no new speed to begin the next leg is given, continue at the speed you entered the control.

Article II-6: Scoring

Section A: Change penalty of Miss and Max to 200 points.

Section B: Delete section (we won't do this).