

The 2008 United States RoadRally Challenge

General Instructions

Welcome to the SCCA Oregon Region 2008 United States RoadRally Challenge. Each event begins at the stop line leaving the Courtyard Portland Tigard parking lot.

Headquarters/Start Location and Event Schedule

Courtyard Portland Tigard

15686 SW Sequoia Parkway
Tigard, Oregon 97224 USA
Phone: 1-503-684-7900
Fax: 1-503-620-3142

Friday, October 24, 2008 - Draw for pre-Registered Car numbers

Thursday, October 30, 2007

7:00pm – 10:00pm.

Registration will be held in lobby of Courtyard Portland Tigard.

Friday, October 31, 2008 – Ghouls Gone Wild NGR

Late Registration – by appointment	8:30 – 9:00am
Route Instructions issued	9:00am + car #
Car Zero Starts	9:30am
Car Zero arrives at finish (approx.)	4:00pm
Results posted (approx.)	5:00pm
Awards Ceremony (approx.)	6:00pm

Saturday, November 1, 2008 - The Beaver Cleaver NCR

Late Registration – by appointment	7:00 – 7:30am
Route Instructions issued	7:30am + car #
Car Zero Starts	8:00am
Car Zero arrives at finish (approx.)	4:30pm
RoadRally Board Town Hall (approx.)	5:30pm
Results posted (approx.)	6:00pm
Awards Ceremony (approx.)	6:30pm

Sunday, November 2, 2008 – The Barlow Trail NTR

Late Registration – by appointment	7:00 - 7:30am
Route Instructions issued	7:30am + car #
Car Zero Starts	8:00am
Car Zero arrives at finish (approx.)	4:30pm
Results posted (approx.)	5:30pm
Awards Ceremony (approx.)	6:00pm

Classes

Classes will be as per the SCCA 2008 RRRs (E, L, S).

Awards

Awards for the Ghouls Gone Wild NGR will be presented to the top finishing overall teams. Awards for the Beaver Cleaver NCR and Barlow Trail NTR will be presented to the top finishing teams in each of the three equipment classes (E, L, S). Awards for the combined United States RoadRally Challenge will be presented to the top finishing teams in each of the four experience categories (Sportsman, Senior, Expert, Grand Master).

SCCA Rally Rules

This event will be governed by the 2008 SCCA Road Rally Rules (RRRs), as modified and supplemented by these General Instructions. Copies of the RRRs are available for purchase from SCCA at: SCCA Properties, PO Box 19400, Topeka, KS 66619-0400 or as a FREE download from the SCCA web site at www.scca.org.

Questions from Contestants

Questions regarding these General Instructions should be submitted in writing to Victoria Saager, 1385 SE Jacquelin Dr., Hillsboro, OR, 97123 or via email to victoria@saagervision.com. Questions must call for a multiple-choice answer of either "yes", "no" or "will not occur" and must be received prior to October 23, 3pm.

Starting Procedures and Car Numbers

Route Instructions will be issued in the lobby of the Courtyard Portland Tigard Hotel near the rally registration area 30 minutes prior to your official start time. Start will be of a self-start nature with no penalty for starting early. Please return magnetic car numbers and RoadRally decals to the Rally Committee when you arrive at the finish location. Competitors will be charged \$10 for lost car numbers, and \$3 for lost RoadRally decals.

Police Surveillance

The Oregon State, Clackamas, Marion, Multnomah, Washington and Yamhill County Police are aware of the rally. Contestants should act accordingly.

Official Observers and Claims committee members

The names of the official observers and claims committee members will be posted at registration.

Other information

The awards banquets for the Ghouls Gone Wild GTA and Beaver Cleaver NCR will be held at the Courtyard Portland Tigard. The awards banquet for the Barlow Trail NTR and the United States RoadRally Challenge will be held at the historic Multnomah Falls Lodge, located approximately 30 miles east of Portland International Airport.

Ghouls Gone Wild NGR

A1. Measurements

The Ghouls Gone Wild NGR was measured by a team of goblins in a flaming chariot pulled by gryphon... seriously, this is a GTA and no greater precision than 0.1 miles per 1.0 mile will be required to determine the intended route.

A2. Scoring

Scoring will be based upon 1 point for every correct answer, 0 points for every unanswered question, and -1 point for every incorrect answer.

A3. Roads

Only public roads will be used. Unless otherwise directed, both paved and unpaved may be considered. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, No Thru Traffic, Road Ends Ahead, Bridge Out Ahead, Coyote Hill, CIR, do not exist. Roads that are visibly barricaded or otherwise impassable do not exist. Cul-de-sacs and roads that visibly dead-end do not exist. Roads having illegal entry or roads requiring an illegal turn do not exist.

A roundabout is a type of road junction at which traffic enters a one-way stream around a central island. For this event each exit out of a roundabout is considered an intersection, where straight will keep you in the roundabout and a turn to the right is required to exit the roundabout.

A4. Signs

Referenced signs will only be on the right of the main road unless referenced as SOL or SA.

A4. Route Following Priorities

- 1) Execute an emergency instruction.
- 2) Execute a Numbered Route Instruction (NRI).
- 3) Follow the main road.

A5. Main Road Priority and Approved Main Road Determinants

The order of priority for Main Road Determinants (MRDs) is alphabetical (A as the highest, then B, C, D and E). There will never be more than 5 active MRDs. MRDs are variable and their order of priority may change during the rally when a new list appears in the route instructions. They become active when the immediately preceding NRI has been completed. A new MRD list completely replaces the previously listed MRDs.

At the start of the event the MRDs are:

A) ON B) RAT C) SAP

In addition to those listed in the RRR's, the following MRD's are available:

On - the main road, as determined by this determinant, is the road that the execution of a specified action of a route instruction has directed the contestant to travel upon by use of (1) the term on and (2) the designation (name, number, or letter(s)) of the road. The designated road is the main road at each intersection where this MRD is applicable. Once placed ON a road, you remain on that road as long as MRD ON is in the active MRD list. (This Replaces Onto in 24.C)

SAP = Straight As Possible = Straight

RAT = Right at T

LAT = Left at T

L AT CROSSROAD = Left at Crossroad

L AT STOP = Left at Stop

[color] – The MRD is defined by the text printed on the same color M&M provided by rally officials.

A6. Glossary

R = Right

L = Left

S = Straight

HTS = Hard to see

TL = Traffic Light

JDI – “Just Do It” Execute route instruction at first opportunity even if it follows the main road.

[color] = RI is replaced with the text printed on the same color M&M provided by rally officials

SOL – Sign On Left

SA – Sign Anywhere (sign can be located on right, left, forward, or overhead)

ITIS = If there is such. Execute an ITIS instruction only if you encounter its action point before you come to the action point of the next (by number) NRI. Otherwise, skip the ITIS instruction and consider it completed.

A7. Other Information

Ties for trophies will be broken by the following order:

1. Best Halloween costume as decided by the USRRC organizing committee.
2. Total number of minutes the competitors turn in their score sheet prior to the assigned deadline for both the morning and afternoon, up to a maximum of 15 minutes. To illustrate, Car 5 turns in their morning score sheet at 12:56pm which is 9 minutes before the assigned deadline of 1:05pm (1pm + car number). Car 5 then turns in their afternoon score sheet at 3:59pm which is 6 minutes before the assigned deadline of 4:05pm (4pm + car number), so the total early time for Car 5 is 15 minutes (9 + 6).

The Beaver Cleaver NCR

B1. Measurements

The Beaver Cleaver was measured using an Alfa Elite rally computer driven off the un-driven left rear wheel of a 2002 Acura RSX Type-S with air pressure in all tires at 28 psi. Temperature ranged from the mid-60s to the lower 80's. Weather was clear to overcast and occasionally wet. Mileage was measured to the 0.001 mile and calculations were based on that mileage. The odometer calibration run was measured slightly below the posted speed limits.

The official mileage reverts to 0.000 at the Out-marker of each open control and at certain points identified in the route instructions denoted by /0.000.

Mileage measurements were taken at points along the rally route in the order listed below

- a. A Stop or Yield (as defined in the glossary in the RRRs).
- b. The near edge of a quoted sign or referenced landmark.
- c. The near edge of an intersection.
- d. A mileage other than a., b. or c.

Leg times were calculated per Article 18.D of the RRRs and truncated to 1/100th of a minute.

If at any time the posted speed limit is lower than the assigned speed, there will be ample time to make up any time lost prior to reaching the next open control. Do not travel above the posted speed limit. You will usually be provided pauses to help you stay on time.

Gas and restrooms are available during all breaks.

B2. Scoring

Scoring will be in hundredths per minute with a one minute maximum penalty per leg.

B3. Penalties

The following schedule of penalties will apply at timing controls:

- | | | |
|----|---|--|
| a. | Up to 1.00 minute early or late | 1 point per 0.01 minute |
| b. | 1 or more minutes early or late | 100 points |
| c. | Unauthorized stopping or creeping in sight of an open control unless examining a valid intersection | 25 points plus timing penalty, not to exceed 100 points. |

The control crew will wave a competitor in, or flash their lights, for any competitor who has stopped in sight of the control. If the competitor does not immediately proceed toward the control they will be assessed the creeping penalty, which is not claimable by a contestant.

B4. Other Information

Ties for trophies will be broken by the following order:

- 1) The team that has the lowest sum of their ages in years.
- 2) Rock, Paper, Scissors.
- 3) A random and arbitrary decision by the rally committee

B5. Route Following Priorities

1. Execute an emergency instruction.
2. Execute the course directing action of a Lettered Route Instruction (LRI).
3. Execute the course directing action of a Numbered Route Instruction (NRI).
4. Execute a specified action referenced to an official mileage if it occurs at that mileage.
5. Follow the main road.

B6. Open Control Operation and DIYCs

Open Controls:

The arrival time of each car will be recorded as the right front wheel crosses the timing line or passes the Control sign when entering the control from the proper direction. After crossing the timing line, proceed at a reasonable speed to the timing station where you will hand in your score card. At the timing station you will receive a Leg Data Slip and your score card containing a new departure time. After receiving your Leg Data Slip and score card, proceed to the Out marker. Official Time for the next leg starts at the Out marker unless stated otherwise. Zero your odometer at the Out marker. Some Controls may be located in or closely following no passing zones. **(Sanction exception B15.a)** There may be less than 18 open controls. **(Sanction exception B15.b)**

DIYC Controls:

The callback mileage for the leg following a DIYC will be included in parentheses in the NRI indicating a DIYC. A 0.75 mile Free Zone exists after each DIYC. **(Sanction exception B15.c)** There may be multiple consecutive DIYC controls. **(Sanction exception B15.d)**

B7. Leg Data Slip

The leg Data Slip will contain the following information:

- A. Control Number
- B. **Time:** Official Leg Time
- C. **Distance:** Official Leg Mileage
- D. **Official information:** if any
- E. Unofficial comments on the leg
- F. Detailed time calculation for the leg
- G. Callback mileage for the next leg
- H. Active NRI at the Out marker
- I. Distance to the Out marker – OIM from the timing line

A Leg Data Slip for each DIYC will be furnished at the next open control following the DIYC. Official Information on a Leg Data Slip will be used to provide particular information with respect to upcoming conditions. There is no reason for refusing to heed official information. Official Information is active at the Timing Line.

B8. Paved and Unpaved Roads

Unpaved roads do not exist unless an active route instruction contains the word unpaved. When you are placed on an unpaved road, all unpaved exists until you return to a paved road.

B9. Main Road Priority and Approved Main Road Determinants

The order of priority for Main Road Determinants (MRDs) is alphabetical (A as the highest, then B, C, D and E). There will never be more than 5 active MRDs. MRDs are variable and their order of priority may change during the rally when a new list appears in the route instructions. They become active when the immediately preceding NRI has been completed. A new MRD list completely replaces the previously listed MRDs.

At the start of the event the MRDs are:

- A) Right at T
- B) SAP

In addition to those listed in the RRR's, the following MRD's are available:

Onto – the main road, as determined by this determinant, is the road that the execution of a specified action of a numbered route instruction has directed the contestant to travel upon by use of (1) the term onto and (2) the designation (name, number, or letter(s)) of the road. The designated road is the main road at each intersection where this MRD is applicable. (This Replaces Onto in 24.C)

Right at Stop - the main road, as determined by this determinant, is the road that goes to the right at a Stop as Stop is defined in the Glossary of the RRRs.

B10. Road Identification and Signs

Designation of a road is determined by observing road identification sign(s) at or near intersections. A named or numbered designation is determined by observing a common street-type road identification sign that is most parallel to the road it names. A road naming sign with an arrow identifies the road only in the direction of the arrow. At an intersection, the sign identifying the named or numbered road also identifies the road on the opposite side of the intersection unless each road segment has its own name (number). Signs are used with the intent of the erecting agency.

Directional modifiers are to be ignored unless specifically quoted in the route instructions.

For example: NRI 34. Turn on 101.

The route instruction could be executed at a road reading either 101, 101W or 101E. However the instruction Turn on 101W could only be executed at 101W.

B11. Route Instructions

Lettered Route Instructions (LRI) will conform to Article 25 with the following exceptions:

- 1) A lettered route instruction becomes eligible for execution upon completion of the preceding route instruction, and while eligible for execution, may be executed once, more than once, or never, but must be completed prior to its re-initiation.
- 2) LRIs cannot be executed concurrently. If you have a choice, execute the LRI whose letter is closest to the beginning of the alphabet. (A before B, B before C).
- 3) A lettered route instruction may interrupt a numbered route instruction, and a numbered route instruction may interrupt a lettered route instruction.
- 4) A lettered route instruction is canceled by explicit cancellation in a route instruction. Cancelling all active LRI's is allowed by the statement: Cancel all LRI's. Once cancelled, a lettered route instruction can not be executed.

Numbered Route Instructions (NRI) will conform to Article 25 with the following exceptions:

- 1) Numbered route instructions may be cancelled by information on a control data slip. **(Sanction exception B15.e)**

B12. The Mad Adder

The Mad Adder is a variable math calculation problem. To satisfy the Mad Adder you are to "collect" the MPH values listed on each curve arrow until you have accumulated a set that exactly equals the Mad Adder total. CSD 5 once the correct total has been accumulated and consider the Mad Adder completed.

A Mad Adder becomes active when an active route instruction contains: MAD=NN (or NNN) where NN is a two digit number and NNN is a three digit number.

Each Mad Adder can only be executed once. If the Mad Adder has not been executed prior to arrival at the next control, cancel the Mad Adder. A Mad Adder overlaps other route instructions. There will never be more than one Mad Adder per leg.

Example 1: NRI 50. Right at Stop. CAST 40. MAD=75

Signs found in order:

1. "45 MPH"
2. "25 MPH" (total is 70)
3. "35 MPH" (total is either 60, 70 or 80)
4. "20 MPH" (total is 45, 55, 60, 65, 70 or 80)
5. "15 MPH" ($35 + 25 + 15 = 75$. Mad Adder completed so CSD 5 at this sign)
6. "25 MPH" (Mad Adder already completed so does not matter)

Example 2: NRI 60. Left. CAST 35. MAD=150

Signs found in order:

1. "45 MPH"
2. "25 MPH" (total is 70)
3. "35 MPH" (total is 105)
4. "20 MPH" (total is 125)
5. "15 MPH" (total is 140)
6. "25 MPH" (125 + 25 = 150. Mad Adder completed so CSD 5 at this sign)

B13. Time Allowance

The rally is divided into halves. 19.50 minutes of Time Allowance is allowed for the legs prior to lunch and 19.50 minutes is allowed for the remaining legs. A space is provided on the scorecard to record any delay. Enter a zero (0) if no delay is claimed.

B14. Glossary (Add to the Glossary of the Road Rally Rules)

After: (Add to definition in RRRs)

You can not be after a referenced landmark while being at the landmark.

For example, you can not execute the instruction 'Right after Jones' while you are still at Jones.

MRD: Main Road Determinant. See Article 24.C of the Road Rally Rules.

SAP: An abbreviation for the MRD: Straight as Possible.

B15. Sanction Exceptions (Beaver Cleaver)

- a) Controls in or closely following no passing zones.
- b) Less than 18 open controls.
- c) Free Zone after DIYC reduced to 0.75 miles
- d) Consecutive DIYC.
- e) Cancellation of instructions on Control slip.

The Barlow Trail NTR

C1. Event Format

The Barlow Trail uses a fictional CAR ZERO that will start the tire warm up at 8:00am Sunday and follow the route perfectly through the event, staying exactly on time at all times. You must start the first TSD section of the event at exactly your-car-number-of-minutes after CAR ZERO. The rally is divided into several TSD and Transit sections. The end location of one section is the start location of the next section. The start/end locations will be clearly identified in the route instructions. The route instructions will also list the CAR ZERO start time for each section, and you must zero your odometer and start each section at exactly your-car-number-of-minutes after CAR ZERO. Each TSD section will include one or more passage (closed) controls.

C2. Measurements

The Barlow Trail was measured using an Alfa Elite rally computer run off the undriven left rear wheel of a 2006 Mazda 3, which was previously calibrated to approximately statute miles. The course was measured at rally speeds on a typical semi-sunny day with temperatures ranging from the 50's to the 60's. Official mileage to all speed changes and control locations was measured to 0.001 miles. Mileages listed in the NRI's have been truncated from these measurements.

Mileage measurements were taken at points along the rally route in the order listed below

- a. A Stop or Yield (as defined in the glossary in the RRRs).
- b. The near edge of a quoted sign or referenced landmark.
- c. The near edge of an intersection.
- d. A mileage other than a., b. or c.

C3. Scoring & Penalties

Official mileage to all speed changes and control locations was measured to 0.001 miles, calculated to 0.0001 minutes, and then truncated to .01 minutes.

Each 0.01 minute early or late:	1 point
Maximum time penalties:	50 points
Creeping penalty:	25 points

Creeping is defined as traveling at less than ½ the CAST, or taking evasive action within sight of a control. If the control worker believes you are creeping, you will be informed by a hand wave or a flashing of car headlights. If you do not immediately accelerate to the assigned CAST, you will be assessed the creeping penalty.

C4. Time Allowance and Balk Allowance

19.50 minutes of Time Allowance will be allowed for the event. There will be no penalty for Time Allowance. The first allowance taken in a TSD section must be on the half minute and be for at least 1.5 minutes; all additional allowances in that same TSD section must be in whole minutes. No allowances less than 1.5 minutes will be accepted. If you take an allowance, you must carry that allowance to the end of that same TSD Section. Utilize the Transit sections to regain your road position, by reducing the break time added to the CZT for starting the following TSD section, in effect selling back your used TA. If you cannot fully regain your original road position, you must start the next TSD with a new Time Allowance. A written request must be submitted on the TA form included with registration materials. The completed TA form must be delivered to a rally official at an OBS control before the contestant receives any timing information.

If a competitor is delayed by a non-competitor within sight of the control, they may submit a request for an exact amount of balk allowance at the OBS control located at the next break. These requests will be confirmed with notes made by the control crews on the timing logs. The maximum accepted balk allowance shall be 15.

C5. Tie Breakers

Ties for trophies will be broken by the following order:

- 1) Lowest experience category (Sportsman beats Senior, Senior beats Expert, Expert beats Grand Master)
- 2) Most legs won
- 3) Most zeroes, then ones
- 4) Best Halloween/Election themed joke as determined by the USRRC Organizing committee

C6. Calculation and Use of CZTs.

The Route instructions will contain a column labeled CZT. When a time appears in that column, you are to leave the point first referenced in the accompanying instruction at that time plus your car number in minutes. The CZT has been calculated by, first, using the standard formula to reach the point referenced at the assigned speeds, then adding some amount of time for you to prepare for the next leg. Some CZTs include time for a break, as described in the accompanying instruction.

C7. Route Following Priorities & Pauses

The Route Following Priorities and Principal Road Rule are as defined in the 2008 RRRs in Article 22. In summary, follow the obvious continuation of the road upon which you are traveling until you reach an opportunity to execute an NRI.

Pauses listed in the NRI's shall be assumed to be in hundredths of minutes unless otherwise noted. For example an NRI reading Pause 25 at "CONGESTION", shall be interpreted as pausing 25 hundredths of a minute.

C8. Timing Controls

The Barlow Trail will use only passage controls. Competitors will be timed as the right front tire passes the Passage Control sign (SCCA clock face sign which will be displayed at registration), and should continue onward without stopping.

After passing the Passage Control sign, competitors then begin a free zone until a subsequent NRI includes a Car Zero Time which marks the end of the leg, and the start of the following leg. These free zones will extend 0.50 miles beyond the mileage of the NRI containing a CZT to keep competitors from blocking the area of the NRI. There will always be an NRI with a CZT after a Passage Control and prior to the next Passage Control.

C9. OBS Controls

You may encounter OBS Controls (identified by an official SCCA OBS sign to be displayed at Registration) at various break locations during the rally. The OBS control will have official CZTs for all controls encountered to that point of the rally. You may also encounter an OBS control along the route, if so simply continue on unless directed otherwise by the OBS control worker.

C10. Glossary

CZT (Car Zero Time) The official time for the fictional **CAR ZERO** to depart from or take other action at a point as stated in a route instruction. The contestant's time to take such action is determined by adding the contestant's car number, in minutes, to car zero's time.

HTS Hard To See

SOL Sign On Left

C11. Sanction Exceptions

Controls may be located in or near no passing zones. (Article 16.C)
Minimum Time Allowance of 1.5 minutes (Article 21)