

**The MGs OF BALTIMORE with the DC REGION SCCA
Present**

GET THE DUST OFF RALLYE
A Mid-Atlantic Championship Event
May 7, 2006

General Instructions

The **Get the Dust Off** rallye is a Time-Speed-Distance rally of approximately 60 competitive miles. This rally, in addition to being the MGs of Baltimore spring rally, is also included as an event in the SCCA Mid-Atlantic 2006 Championship series. The rally takes place primarily on rural roads in Harford County in Maryland and Southern York County in Pennsylvania. There are no unpaved roads on the rally. Everything that you will need to run the rally is contained in these general instructions.

1. REGISTRATION AND START/FINISH LOCATION

Registration and the start location of the **Get the Dust Off** rallye will be at the historic Jerusalem Mill, 2813 Jerusalem Road, Kingsville, MD. This is on Jerusalem Road, approximately 1.2 miles west from MD 152 (Mountain Rd.), between US 1 and I-95. The finish location is the Allegro Vineyards and Winery, located in Southern York County near Brogue, PA.

Registration opens at 10:00 AM and will take place at a vehicle in the Mill parking lot. There will be a Drivers' meeting at 10:30, so please plan to arrive early.

At Registration, rally teams will have to sign an insurance waiver; receive an unofficial scorecard; pick up two car numbers (to be placed one each on the drivers and passenger side door of the car); and complete the required vehicle safety self-check.

Official starting time is 11:00 AM plus your car number in minutes. For example, Car 7 will have an official starting time of 11:07 AM. Teams may pick up their route instructions after having filled out and turned in their vehicle safety self-check form.

The official time of day will be determined from CHU or WWV time signals. A source clock will be available at registration for you to set your own clocks and watches. Make sure you set your clock to this time because this is the same time used by rally crews to time you at the checkpoints!

2. SAFETY INSPECTION

Each team must certify that all of the items listed on the safety self-check form (for example, that brakes, lights, windshield wipers, and seat belts work, and there is adequate tire tread) are in satisfactory working order. The rallymaster reserves the right to reject the entry of any vehicle that he, in his sole judgment, deems unsafe to compete.

3. CLASSES AND EQUIPMENT LIMITATIONS

There are four classes used for the Mid-Atlantic Championship. These, with their equipment limitations for this rally, are as follows:

E - Equipped Class. Unlimited equipment for mileage and timing.

L - Limited Class. Computation equipment must not receive a direct input from a distance measuring device.

S - Stock Class. Mileage measurement is limited to a stock odometer in the stock location with a non-varying drive. A basic "4-function" calculator is also allowed for calculations.

N - Novice Class. The driver and navigator have competed in less than 10 TSD rallies combined and are using Stock class equipment.

In addition, there will be a total of three historic classes (**Vintage, Historic 1, and Historic 2**), depending on the age of the car. Classes will be determined to increase competition in each class.

4. TIRE WARMUP AND ODOMETER CALIBRATION RUN

The first portion of the rally after you leave the start begins with a Tire Warm-up. This is about 3 miles, and warms up your tires. After the Tire Warm-up, there will be approximately 10 miles for an Odometer Calibration Run. The object of this run is to allow you to compare your odometer with the official odometer that was used to measure the rally course. This will allow you to determine correction factors for rally mileage and timing.

5. ROADS

Only through, paved, public roads will be used on the rally, except for the driveway for Allegro Vineyards at the finish, which also exists for purposes of this rally. Roads marked to indicate that they are not through such as Keep Out, Private, No Outlet, Dead End, Road Ends, Road Closed, No Thru Traffic, etc. do not exist. Any road that visibly ends in a garage, plant, church, public building entrance or parking lot, or which visibly dead-ends, does not exist.

6. LANDMARKS

When a route instruction references something not in quotes, it is referencing a landmark. For example, Left on Jones refers to a road named Jones, a landmark. A sign identifying a landmark may or may not be attached to a landmark, but the identification will be obvious. The sign may be on either side of the rally route, but SOL may be used to inform the contestant that the sign is on the left side of the roadway.

7. QUOTED SIGNS

Words, numbers, letters or symbols enclosed within quotation marks in a route instruction or these general instructions will refer to the text of a sign. For example, while Left at Main would require a Left at a road (or landmark) named Main, Left at "Church", in contrast, would require a Left at a sign containing "Church", but the turn might be executed on Main Street. Prefixes and suffixes in the road name need not be used (i.e. Rd., St., Dr., N., S., E., W., etc). Exact spelling counts, including plural forms of words. However, additional wording is allowed. For example: "SMITH'S RED BARN BED & BREAKFAST" matches "RED BARN", but "RED BARNS FOR SALE" does not.

Signs that require you to look backwards to see them, signs painted on the road surface, signs attached to vehicles, or frequently occurring signs containing names in unreasonably small print (such as names or numbers on mailboxes or utility poles) will not be used. Signs may also be carved into bridges, in which case, the measurement of the sign takes place of the beginning of the quoted material, not at the start of the bridge.

8. MILEAGES

Official mileages are used to assist rally teams with the exact location of signs, landmarks and execution points for route instructions. They will be given to two decimal places, in the left-hand column of the route instruction. In addition, interval (delta) mileages will be used in instructions to give the mileage from the initiation point of the previous NRI to the initiation point of the current NRI. Delta mileages are given in the second column of the route instructions, to the left of the route instruction numbers.

When /0.00 appears in the first column of a route instruction, perhaps appearing after the official mileage at that point, it signifies that you are to zero your mileage at that location. For example, 5.76/0.00 14. Left at Stop indicates that at the stop sign at official mileage 5.76 miles, you are to zero your odometer, and then turn left at the (same) stop sign.

The course was measured with an Alfa Elite rally computer run off the right rear wheel of a 1990 Mitsubishi Galant on an overcast day with temperatures ranging from 45 to 50 degrees. Speeds on the odometer calibration leg were in keeping with traffic and did not exceed the speed limit. Official mileage to all CAS changes and control locations were measured to 0.01 and those mileages were used to calculate leg times. Mileages for all instructions were taken at the first applicable of the following locations:

1. at the STOP or YIELD sign.
2. at the white line indicating a stopping line (usually at a Traffic Light).
3. at the road naming sign if it occurs on the near side of the intersection.
4. at the near edge of the intersecting road.

9. AVERAGE SPEEDS

All references to average speeds in the route instructions are in miles per hour and are always given in the CAST (change, commence or continue average speed to) column (between the RI number and the route instruction). If the CAS sometimes exceeds the posted speed limit, obey the law. In this case, ample time will be provided prior to the control to make up the time. Speed changes always occur at the first execution in the instruction. For example, if the instruction is Jog Right (a Right followed by a Left), you should execute the speed change at the Right. Remember that a rally is not a race! If you get way behind or off-course, use Bought Time (see Section 14) to avoid the temptation of reckless speeding.

10. COURSE FOLLOWING PRIORITIES

The following priorities should be used to stay on course at each intersection. Use the course following rule highest on this list. (Lowest number = highest priority)

- 1) Execute an Emergency Instruction (Provided on an emergency sign. Examples of emergency signs will be posted at registration).
- 2) Execute the course following action of the current Numbered Route Instruction.
- 3) Proceed as Straight as Possible (as determined while entering the intersection).

11. ROUTE INSTRUCTIONS

Route Instructions (RI) are to be executed in ascending numerical order at the first opportunity to do so when all of the conditions of the instruction are met. Each RI is to be completed prior to the consideration of the following RI. If there are multiple parts of a RI, each part should be done in order, and all parts of the RI should be completed before going to the next RI. However, free zones, transit zones, and the tire warm-up and odometer check may overlap subsequent instructions. An official mileage is a condition for performance of the RI, in other words, only do the instruction when you are at the given mileage or interval mileage, if provided.

The rally uses Passage and DIYC Controls (see Section 12). The Outmarker after a passage control is a sign in an instruction which contains the term "Key Time". You should leave the outmarker at the given key time plus your car number plus any cumulative time allowance that you are currently using (see Section 14). If you are traveling at the given CAST, you should arrive at the outmarker before this key time, possibly by as much as 2 or 3 minutes. For safety reasons do not park directly at the outmarker to await your out time. Either stop short of it or pull past it to allow other teams access to the outmarker sign. The Outmarker leaving a DIYC control is the same location as the DIYC control. Leave the DIYC control at your arrival time to the DIYC plus 2 minutes (200) plus any cumulative time allowance that you are currently using (see Section 14). For safety reasons and as a courtesy to other rally teams do not park directly at the DIYC marker to await your out time. Pull past it to allow other teams access to the DIYC location.

Also, if you go more than the given delta mileage between route instructions, you may assume that you are off course. Turn around and find the last place where you are confident that you were on course and try again.

12. TIMING

For timing, the rally will use mostly Passage Controls, a type of control where you are timed as your front wheels cross the timing line, and then you DO NOT STOP, but just continue on to the next outmarker (described above). The control is identified by a checkpoint sign (which consists of a check mark and a dot, check/point). The control crew will have timed you at each control, and their timing logs will be used to determine your score. You should write down the time you arrive at each control, which will allow you to verify the timings of the scoring crew. At the finish, you will receive a timing sheet which gives the perfect time to each control.

After you drive past the control, you can drive at a reasonable speed to the outmarker, as there is only one passage control between any two Key Times. The outmarker is the starting point of the next leg, so leave this point at your adjusted Key Time, as described in Section 11.

There are also several points on the rally where a Do-It-Yourself-Control (DIYC) is used. A DIYC is an unmanned control and does not have a checkpoint sign. The location is clearly identified in the Route Instructions, using the phrase "DIYC at <designation>". The outmarker for the next leg is that same spot where the DIYC control is located. At a DIYC, you will write your arrival time (i.e. the time you should have arrived at the control) in the appropriate location on the DIYC scorecard. The out time for the next control is your arrival time plus 2 minutes (200). You must also write this time in the appropriate box on your DIYC scorecard. Your completed DIYC scorecard must be turned in at the finish of the rally in order for your entire score to be computed by the rally officials. There is a free zone of 0.15 miles after each DIYC so rally cars can pull off the road and safely set up for the next leg.

For safety's sake, Pause 15 at each occurrence of "One Lane Bridge" encountered along the rally route.

13. PENALTIES AND SCORING

The following penalties will be assessed at each control:

- 1 point for each hundredth of a minute early or late at a control up to 2 minutes early or late.
- 100 points for creeping or stopping in sight of or otherwise evading a control.
- 200 points for missing a control, entering a control from the incorrect direction, or arriving more than two minutes early or late.
- 200 points for failure to wear a seat belt.

200 points is the maximum total penalty for each individual control.

Creeping is defined to be driving at less than half the current CAS within sight of the control. The penalty will be assessed only if the contestant doesn't immediately speed up to half the current CAS upon being waved in by the control crew.

Bought Time is free of penalty, unless you have exceeded 19½ minutes of Bought Time in the rally. A rally team will be disqualified for any conduct which can be considered unsportsmanlike, which includes receiving a moving violation during the rally, consuming alcoholic beverages during the rally, or using a two-way radio or cellular telephone (except in an emergency situation).

14. BOUGHT TIME (aka TIME ALLOWANCES)

To help ensure that all teams rally safely, contestants should use the penalty-free Bought Time procedure. You may implement it at any time, unless you are within sight of a control.

Time is bought in one minute increments, beginning with ½ minute (.50) for the first buy only (1.50, 2.50, etc.). This is so that you do not interfere with other rallye teams. If you do buy into another team's time slot, you must buy at least one additional minute in order to separate you from the other team.

Because only passage controls are being used, bought time is cumulative throughout the rallye. Correspondingly, it may also be decremented (as long as you do not fall into another team's time slot!), Therefore, if you first buy 2.5 minutes during leg 2, then buy an additional 3 minutes during leg 4, and make up (sell back) 2 minutes during leg 6, your Bought Time form should be filled out accordingly:

Leg	Time Bought During this leg	Cumulative Time Bought
1	0	0
2	2.5	2.5
3	0	2.5
4	3	5.5
5	0	5.5
6	-2	3.5

As mentioned in Section 13, you may not exceed 19 ½ (19.50) minutes of bought time at any time during the rally without incurring penalty points.

Completed "Bought Time" forms **must** be turned in to the rally official at the finish of the rally in order for your score to be computed by the rally officials.

15. GLOSSARY

After	At the first opportunity beyond the reference cited in the instruction.
At	“Even with” for non-course-following actions; “in the general vicinity of” for course-following actions.
Bear	A modifier, always followed immediately by the word “left” or “right”. This defines a small angular deflection from straight (of substantially less than 90 degrees from straight ahead).
BFZ	Begin Free Zone. Refer to Free Zone for more details.
CAST or CAS	Commence, Change or Continue Average Speed To.
Caution	Used to warn contestants about potentially dangerous situations along the course. Usually followed in () with information about the situation.
Control	The timing line of a control as identified by the checkpoint sign. Remember that you do NOT stop at controls (except DIYCs!).
EFZ	End Free Zone. Refer to Free Zone for more details.
Free Zone	A portion of the rally where no controls will be located. A free zone can be defined either for a fixed distance (as in BFZ of 0.50 miles), or until a NRI instructs EFZ to end the free zone. A free zone can overlap other NRIs. No penalties will be assessed for stopping within the confines of a free zone.
Intersection	The meeting or crossing of two or more valid roads at grade where there is a choice of leaving the intersection in two or more directions.
Jog	(Always followed by “left” or “right”.) At a T, turn in the direction given after “Jog”, followed by a turn in the opposite direction at the next opportunity. Thus, Jog Right is completed by coming to a T, going Right at the T, and then left at the next opportunity.
Key Time	A Key Time is the start time for Car 0. To get <u>your</u> start time, add your car number in minutes and any Bought Time that you have taken so far in the rally.
Left (Right)	A turn requiring an angular deflection of the rally car to the Left (Right) at an intersection.
Official Mileage	The distance from the point where the mileage was last rezeroed (0.00) along the rally course, given to either .01 or .001 miles. Official mileages appear in the left-hand margin of an NRI.
Pause	To delay a specified time in hundredths of a minute at a specified point or during passage over a specified portion of the rally course. The Pause time is added to the time required to traverse the specified portion of the rally course at the given average speed. If the pause is given over a distance, that time is added to the time it would normally take to traverse the distance at the specified CAS. The distance in which a pause is operative is a free zone.

Sideroad	At an intersection of exactly two roads, one of which is generally ahead and the other of which is either to the left or to the right but NOT both, the sideroad is the road which is either to the left or to the right.
SOL	Sign on Left (as the contestant approaches the sign).
Stop	A conventional highway stop sign that traffic on the rally course is required to obey when encountered.
Straight	Proceed with the least angular deflection through an intersection.
T	An intersection of valid rally roads having the general shape of the capital letter T, as approached from the base by the contestant.
TCD	Traffic Control Device. Traffic Light. A fixed signal light alternating red and green (and frequently including yellow as a transition between green and red) used at an intersection to regulate traffic which controls the rally vehicle. For rally purposes, only one traffic light may exist at an intersection. A traffic light may be set to operate as a blinker, although it will not be referenced as such, or may not be operating.
Yield	A conventional highway yield sign that traffic on the rally course is required to obey when encountered.
(Helper)	Any information given in parentheses in the route instructions is meant for clarification, and is not needed to correctly follow the rally route. These may give additional information to give you confidence you are going the right way.