

# Essex Ramble III General Instructions

Welcome to the third annual Essex Ramble! I hope you have a great time today. This event is hosted by the Touring Club of New England and sanctioned by the New England Region of the SCCA. It will be conducted according to the 1996 NER Rally Regulations, as amended in 2001 and 2003 and by these instructions.

## Schedule:

10:00 AM - noon	Registration at Mulligan's Grill in the Sheraton Ferncroft Hotel, on Ferncroft Road in Danvers MA, off Route 1 near the intersection with I-95 exit 50.
12:01 PM	First Car Off
2:11 PM	First car departs from the "morning" break location
4:41 PM	First car departs from the "afternoon" break location
6:00 PM (approx.)	First car arrives at Mulligan's in the Sheraton Ferncroft Hotel.
ASAP	Awards presented

## Car Numbers:

Please attach the small square car number to the passenger-side front bumper of your vehicle.

## Starting Procedure:

The rally starts from the town line marker in front of the hotel. Exiting the hotel parking lot from the entrance closer to the highway, turn left to find the outmarker. The rally will employ a self-start procedure. Please depart the start at 12:00 plus your car number in minutes. To avoid congestion at the end of the odometer check, please do not depart the start before your out time. Departure from the start will indicate that you are satisfied with the completeness and legibility of your route instructions.

## Route measurement:

The route was measured in one continuous run on Saturday, May 31, 2003. Mileage was taken using a sensor mounted on the driver's side undriven rear wheel of a 1996 Honda Civic. Skies were overcast with one or two light showers, and temperatures were in the 60's. Mileage measurement priorities were as follows:

1. STOP or YIELD. Mileage was taken at the first available STOP or YIELD sign applying to the rally vehicle's route of travel, regardless of which side of the road the sign was on.
2. Quoted material. Mileage was taken to the sign on which quoted material appears, if quoted material is present (even parenthetically) in the NRI. Material only counts as quoted if it is inside quotation marks. For signs at turns, mileage was taken when an imaginary line through the front axle of the car first passed through the sign or its support.
3. Beginning of intersection. Mileage was taken to the point at which the rally vehicle encounters a road which would still exist if the road on which the rally vehicle enters the intersection did not exist.

Speed changes will occur at signs or given mileages only. Mileages were taken to 1/1000 mile precision. Official times at checkpoints were calculated using mileages to the thousandth (sanction exception: not truncated to hundredths) and then rounded down (sanction exception: truncated, not rounded) to the nearest hundredth of a minute. Actual arrival times at checkpoints will also be rounded down (truncated) to the nearest hundredth of a minute.

## **Official Time:**

The rally will be conducted according to clocks synchronized to WWV. A sample clock will be available at registration. A WWV time reference can also be obtained by calling 303-499-7111.

## **Instructions:**

Speeds are given in miles per hour. Pauses and gains are given in hundredths of a minute. For example, "Pause 30" means to wait for 18 seconds, not 30 seconds. You may be directed to turn onto an unpaved road by use of the word "Unpaved". You may also continue on an unpaved road when no paved alternative exists. Unpaved roads shall be considered to exist from then until the rally route becomes paved. You may choose to park in the lots of the start/finish, and break locations, but for the purposes of mileage measurement and determining the official route they are not considered to exist.

A glossary of terms used in this rally is included in your packet. You may find these useful in following the route. Terms appearing in the Massachusetts Area Rally Council regulations or the New England Region regulations are used in the same sense as they appear in those regulations.

## **Checkpoints:**

This rally will use open controls. Checkpoints will be marked with an orange checkpoint sign positioned at the official timing line. An example of a checkpoint sign will be available at Registration. Checkpoints will not be located where the given CAS is greater than 35 miles per hour. Checkpoints will not occur between parts of the same NRI. When you encounter a checkpoint, please pass it in a controlled manner and then pull over to the right of the road before walking back along the shoulder to the control car to take your scorecard back to the timing crew. If you slow to less than half rally speed or stop within sight of a control you may be subject to a creeping penalty. Special instructions may appear on some control sheets; these may be used to indicate a speed change or a free zone, but will not be used to direct the rally vehicle's course.

## **Emergency Signs:**

An emergency sign will be posted if a sign or landmark is missing or to identify the correct course. These signs have overriding priority. An example of an emergency sign will be posted at Registration.

## **Time Allowances:**

If you find yourself behind on time, please consider taking a time allowance in integral minutes plus one half minute, from 0.5 minutes up to 19.5 minutes per leg. The total permitted time allowance for the entire rally is 29.5 minutes, except by special dispensation of the rallymaster in case of road closures or the like. There will be **no penalty for any time allowances** (sanction exception). Waivers of the 29.5 minute maximum may be granted in the case of conditions outside the control of the rallyist.

## **Departing:**

A forced right turn at the bottom of Ferncroft Road prevents easy access to I-95 exit 50. Instead, take the second Route 62 exit onto Route 62 east. Shortly after exiting the cloverleaf there will be signs for I-95 north and south.

## Glossary:

**after** Any instruction that has a navigational aid identified by the use of the term after must be executed at the first opportunity completely beyond the navigational aid.

**at** In the vicinity of for a route instruction which directs the rallyist to proceed in a particular direction; even with for speed changes, mileages, pauses, etc.

**before** Any navigational aid identified by the use of the term before must be visible from the execution point of the instruction. The instruction must be executed at the last opportunity prior to the navigational aid.

**BFZ** Begin Free Zone

**CAS** Commence or continue average speed of the indicated number of miles per hour.

**crossroad** An intersection at which two rallye roads cross each other at approximately 90°.

**EFZ** End Free Zone

**free zone** A part of the timed rallye route specified as a free zone is an area in which there are no timing controls. A free zone may overlap subsequent instructions.

**gain** To make up a specified time at a point or during passage of a specified interval. The gain time is subtracted from the time required at the given average speed(s) to traverse the specified interval. The specified interval in which a gain is operative will contain no timing controls.

**intersection** A meeting of two or more rallye roads from which the rallyist may proceed in more than one direction without “U” turning.

**island** An untraveled area visibly bounded by rallye roads. No two consecutive numbered route instructions may be executed at the same island. This definition applies whether or not the term island appears in the route instruction.

**keep** When used with a landmark, proceed so as to maintain the landmark in the specified location. When used without a landmark, proceed in the direction specified to the extent possible.

**left or L** A turn to the left of from 10° to 170°, or the location of a navigational aid.

**mileage, approximate** The distance to a point along the rallye route given to within 0.1 miles.

**mileage, official** The distance to a point along the rallye route given within 0.001 mile.

**NRI** Numbered Route Instruction

**pause** To delay a specified time at a point or during passage of a specified interval. The pause time is added to the time required at the given average speed(s) to traverse the specified interval. The specified interval in which a pause is operative will contain no timing controls.

**paved** A rallye road having a surface such as concrete, brick, macadam, etc.

**right or R** A turn to the right of from 10° to 170°, or the location of a navigational aid.

**SAP** To go straight as possible.

**signalized intersection or SI** An intersection controlled by one or more traffic regulating lights, which need not be operating.

**SOL** Sign on Left. Specifies that the quoted material will appear on the left side of the road. Signs may otherwise appear on either side of the road.

**STOP** An official octagonal stop sign at which the rallye vehicle is required by law to stop.

**T** An intersection of approximately 90° having the general shape of a T as you approach it from the bottom. A route instruction cannot cause you to leave a T intersection in a SAP direction.

**turn** To make a change of course or direction at an intersection which would not have been made in the absence of any course following instruction. A turn cannot be executed by going straight as possible.

**unpaved** A rallye road having a surface such as broken stones, gravel, dirt, etc.

**YIELD** An official triangular stop sign at which the rallye vehicle is required by law to stop.