

# Essex Country Ramble General Instructions

Welcome to the inaugural Essex Country Ramble! I hope you have a great time today. This event is a TCNE event, and is being conducted in accordance with the Massachusetts Area Rallye Council Rallye Regulations, a copy of which is included in your packet. TCNE class restrictions are the same as current NER class restrictions. Note that while the NER class B rules have been amended to allow use of both auxiliary odometers and unlimited calculation equipment rather than one or the other, class D still disallows use of auxiliary odometers.

## Schedule:

11:00 AM - noon	Registration at McDonalds on Route 114 in Danvers.
12:01 PM	First Car Off
1:45 PM (approx.)	First car arrives at break location
2:15 PM (approx.)	First car departs from break location
4:00 PM (approx.)	First car arrives at Jake's Grill on Route 1 in Danvers.
ASAP	Awards presented

## 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.

## Car Numbers:

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

## Starting Procedure:

ECR 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 more than three minutes before your out time. Departure from the start will indicate that you are satisfied with the completeness and legibility of your route instructions.

## Fuel:

There is no fuel available at the afternoon break and only a very few gas stations along the route of the rally. I recommend refueling at one of the gas stations along route 114 in Danvers.

## Odometer check:

Unlike most rallies, **ECR will be using a free zone instead of a transit zone for its odometer check.** Speeds and pauses are given for the odometer check. Official mileages are given to every instruction in the odometer check, so it will not be necessary to consult your (not-yet-calibrated) odometer to determine whether you are on time during the odometer check. A suitably long pause will be given at the end of the odometer check.

## **Route measurement:**

The route was measured in one continuous run, using a vehicle whose tires were already warm when measurement began. Mileage was taken using a sensor mounted on the undriven driver's side rear wheel. Skies were sunny, and the temperature was about 80 degrees F. Mileage measurement priorities were as follows:

- 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.
- Leading edge of island. Mileage was taken to the nearest unpaved portion of an island along the rally vehicle's route of travel.
- 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 vehicle the sign was on.
- Stop line. Mileage was taken to the white Stop line extending from the right across the near side of the intersection.
- Apex or middle of intersection. Mileage was taken to the apex of the turn or the middle of the intersection.

Mileages to multipart NRIs are to the first part of the NRI. Speed changes, if any, should be taken at the first part of the NRI. Checkpoints will not occur between parts of the same NRI.

## **Tire Warm-Up:**

This rally does not have a tire warm-up. If you want to have warm tires, please note that exit 47A does not exist on I-95 southbound, so if you head north on I-95 to warm up your tires you will be in for a surprise when you try to return to the start location. I recommend using Route 1 for this purpose instead, especially since it contains a handy turnaround about 3 miles north of route 114.

## **Instructions:**

Speeds are given in miles per hour. Pauses 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 or continue onto an unpaved road by use of the word "Unpaved". Unpaved roads shall be considered to exist from then until the rally vehicle encounters a paved road. For the purposes of this rally, the parking lots of the start, finish, and break locations shall be considered to exist.

The following additional terms may be used in the route instructions:

- Y. An intersection which has the general shape of a Y as you approach it from the base.
- 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.

## **Checkpoints:**

ECR 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 may, however, be located on roads with double yellow lines. 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, including outmarkers, may appear on some control sheets. Samples of the outmarkers will be posted at Registration.

## **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 even 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 the first time allowance. Time allowance penalties after the first time allowance is one point for each point scored on the leg, up to a total of 50. Waivers of time allowances penalty or of the 29.5 minute maximum may be granted in the case of conditions outside the control of the rallyist.

## **Penalties:**

1 point for each hundredth of a minute early or late at a control. Additional points equal to the timing error, up to a maximum of 50, for second and subsequent uses of time allowances without a waiver of penalty. No more than 300 penalty points will be given at any one control. If you miss a control, you will receive 300 points for the missed control and scored against the combined correct elapsed times for the legs before and after the missed control.

If two teams have the same total penalty at the end of the rally, the tie will be broken using the least squares method.

Any contestant consuming alcoholic beverages before or during the rally, or receiving a moving violation during the rally, will be disqualified. Be careful! The rally route passes directly in front of a State Police barracks, and they have been notified of our presence.

## **Departing:**

Directions from Jake's Grill to the start location (for retrieving extra cars): continue on Route 1 South for 0.15 miles to the exit for Route 114 East. This is the second Route 114 exit off Route 1; both exits come up quick. McDonalds is on the left 2/3 of a mile after you exit the cloverleaf.

From either Jake's Grill or McDonalds, we recommend using Route 1 to get to route 128 rather than trying to get on I-95 South as there is no access to I-95 South from Route 114.