

WINTER CHALLENGE

Feb 16, 2008

General Instructions

There are two rallies that are being run under the above overall name; the NEW ENGLAND WINTER (Sections 1 and 2) and the VERMONT WINTER (Sections 2 + 3). These rallies will follow the NER Road Rally Regulations (NER.ORG) as amended herein. However it is the intention of the committee that the actual competition guidelines herein will allow you to successfully complete the event.

SECTION I – Pre Event Administration (see NER Regulations; note exceptions below)

Article I-2: Class A + B (combined) = Class 1.

Class C + S (combined) = Class 2.

No GPS in any car in either class.

Article I-3: Maximum of 2 extra driving or fog lights, mounted below windshield.

Snow tires required. If studded, they must be DOT approved tires and street legal studs, in number and length (1 mm protrusion).

1 warning triangle required.

No physical car number will be used.

Article I-4: General Instructions (Supp Regs) will not be mailed.

SECTION II – On the Road Requirements

All competitors must wear their seat belts at all times that the cars are in motion.

NO LOUD CARS nor CARS WITH RALLY TYPE STICKERS

This complete section of NER Regulations is condensed below; further clarification may be helpful by looking at the complete document on the web site NER.ORG.

COURSE FOLLOWING: (Sections 1 and 3)

1. Dead end and private roads should be ignored; no ‘goat paths’ will be used. Normally traveled roads have a road name sign, a ‘backed-up’ STOP sign or a “Legal Load Limit...” sign.
2. Information contained within parentheses () in the route instructions is additional helpful information.
3. No distinction will be made between unpaved (snow) and paved (snow?); this is an exception to the NER Regs.
4. Continue straight, **or as straight as possible**, thru intersections, slant T’s, etc, until directed to execute a course change by the Route Instructions.

5. When directed ON or ONTO a road or route number (the wording ON or ONTO being mentioned in the instructions), follow that road or route until directed off it by a route instruction (see NER Regs; Article II-2, Section B).

ROUTE INSTRUCTIONS: (Sections 1 and 3)

1. Wording within quotation marks refers to exact major wording on a sign (no tricks or postage stamp signs – most signs are highway dep't signs).
2. A sign indicating the name of a road applies to the road to which it is most nearly parallel and to the continuation of the road beyond an intersection – unless the road ahead has a new name, as indicated by a new sign.
3. Speeds, Pauses/Gains and Transit Zones may overlap subsequent route instructions.
4. Emergency instructions MAY be given out at controls.
5. Every instruction which has a mileage (0.01 mile) and verbal description must be executed at the given mileage, even if it seems redundant or contradictory.
Otherwise competitors should not use an instruction if, under the above rules, they would have gone in that direction anyway (i.e. there are no redundant instructions except as noted above in the first sentence).
6. Mileages will be taken at the beginning of all intersections (unless otherwise stated), at the beginning of a long object (bridge) or at the sign (in the absence of an intersection).
7. Digits of transit times and average speeds which are not shown will always be a 0, i.e. 11.0 = 11.00, 5.5 = 5.50, CAS 30 = CAS 30.00, Pause 2 min = 2.0 min
8. Timing will be to the 0.01 min.
9. The maximum distance between action points of route instructions (In Sections 1 and 3) is 5.0 miles; exception to NER Regs.

In Map (Section 2): Follow indicated route as highlighted on the given map; additional information will be given either on the map or in the route instructions. The scale of the map will be approximately 1" to 1 mile; the map is approximately 20 years old, but all the roads that you will take are correctly shown – some sideroads may or may not exist. There will be a practice map section available at registration; we advise competitors to use this practice.

EMERGENCY SPEEDS may be instituted at the start of a Section; they will require that you increase all your leg times by 5%, i.e. go slower than indicated.

GLOSSARY:

See Glossary (at NER.ORG) for the following: At, before, Transit Zone, BTZ, ETZ, CAS, Leg, Section, Control, Left(L)/Right(R), gain, pause, T, Y, Turn, odo check.

Modification: KEEP (K) will mean a slight deviation off the straight ahead (10-60 degrees) – Not the NER definition. Add: QUIET ZONE = a portion of the event where competitors MUST turn off all extra driving/fog lights and proceed quietly;

the start of the zone will be indicated and no control will be located within 1 mi of the end of the zone; YT = an intersection with an unplowed area straight ahead; the intersection looks like a Y and a T together.

CONTROLS:

Each car will carry a **Scorecard**, which is the official scoring document of the event. **IN SECTION 1:** There will be only Open Controls (you must stop); **the timing line will be at the checkpoint sign** (white sign with picture of clock [from SCCA ProRally]), which will always be located on the right side of the road. The timing car may be at, or some distance after, the timing sign. After crossing the line, pull past the control car, on the right side of the road and return on foot – **only bring your scorecard if you have a TA**. Be prepared to give your car number and color of your car verbally to the control workers. If there are other competitors who are at the control, PLEASE line up in the order in which you entered the control. **If you have a TA, you MUST indicate that to the control upon handing your card to the workers.** You will be given a “stickie”, which will have the control #, the correct mileage at the control, the number of the next route instruction and the correct elapsed time from the last control. Your “in” time will be recorded, as well as assigning an ‘out’ time. It is your responsibility to make sure your “in” time is correct. When you return to your car put the “stickie” on the scorecard in the right place – take your time and do this correctly. In most cases you will have 2-3 minutes of “dead time” at each control; timing will be from control to control. **(There will be at least 2 miles between controls – please leave the control area as soon as possible, even if only 100 yards)**

The first control of each section will close 20 minutes after the perfect arrival time of the last competitor; the second and subsequent controls will close 30 minutes after the last car’s perfect time.

Between Sections, your new scorecard and out time will be assigned according to your arrival time at the card exchange point.

TIME ALLOWANCES: Should competitors find themselves late or delayed for any reason, they may take a Time Allowance, which allows them to be “late” for the rest of the leg (until the next control). TA’s must be taken in minute increments, starting at 1.5 minutes (exception to NER Regs), with a maximum of 19.5 minutes; 1.5, 2.5, 3.5, etc. The maximum total of TA delay time per section is 19.5 minutes. **However remember that controls will still be closing at their scheduled times.** All TA’s are “free”; there is no additional penalty for using them.

Operationally, if you find yourself sufficiently late to warrant a TA, stop or figure out how late you are, and thus how long a TA to take. At this time write on your scorecard, in the TA block of the leg you’re working on, the amount of the TA requested; it will hinder control operation if you wait to do this until you arrive at the next control. Upon arrival at the next control, bring your scorecard to the control. As you hand it to the control worker, tell them that you have a time allowance; they **MUST** note your intention, **on the card**, before returning the card to you.

IN SECTIONS 2 AND 3: There will only be closed controls (you do NOT stop). There will be a checkpoint sign to mark the timing line; the control car will be located on the right, 100 yards or so after the sign. You MUST SLOW and yell out your car number to the control personnel as you drive by – do NOT stop. You can now slow down as you will ALWAYS have the opportunity to make up some time with a Pause, slow TZ or to take a TA before the next control.

Rally timing will be from the Section start (the time out given to you on your score card) all the way to the end of the Section.

At 7 or 8 points along the route in each Section, the rally instructions will give you a PERFECT TIME. This will be the correct elapsed time from the Section start. If you add this to your Section Start time, you will know exactly what time you should be at that point (and can therefore leave that point ‘on time’).

If you have had a problem or made a mistake and require a lot of time (similar to a TA situation), you may take a Time Allowance at any or all of these PERFECT TIME locations – but ONLY at the Perfect Time locations. The first TA in each Section must be on the half minute (i.e., 1.5, 2.5, ...up to 19.5), so that you are running between 1.5 and 19.5 minutes later than your ‘perfect time’. . If you have to take a second TA in that same Section make it a whole number of minutes, so that you are still running on PERFECT TIME plus some number of minutes **and half minutes** late. Once taken, you should continue using that delay throughout the rest of the **Section**.

At the end of the Section turn in your scorecard with the TA(s) indicated at the Perfect Time instruction(s). The amount of each **individual** TA taken should be shown in the correct places, i.e. if you take a 2.5 TA the first time, record “2.5” on the timecard; if you then take a second TA in that Section of 3.0 min, record “3.0” on the timecard in the correct place.

SCORING: Penalties:

Each hundredth late or early at a control over 0.03 min. (i.e. 0.03 min window either side of perfect time)	1 point
Evasive action at control (slowing to less than ½ rally speed or stopping within sight of control)	50 points
Max penalty at any control not “missed”	300 points
Missing a control or more than 20 minutes late at any control	500 points
Competitor observed driving without seatbelt buckled or not obeying STOP	100 points
4 Wheel Drive equalizing factor (SECTION 3 ONLY): Each hun outside ‘window’	1.5 points

SECTION III – Post Event Administration

As per NER Regulations

GENERAL INFORMATION:

Time schedule:

3-5 pm	Registration + Tech inspection <u>Those competing in VT. WINTER ONLY</u> <u>Must contact the registrar beforehand</u> Practice map rally available for pre-running Rallymaster available for questions	Day's Inn, Barre
5pm	Novice school – general info on maps + timing – basically for 'first-timers' – no necessary info given out	Day's Inn
6:30 pm	Route instructions given out in numerical order New England Winter	Day's Inn
6:30-7pm	Last minute Tech	Day's Inn
7 pm	Driver's meeting	Day's Inn
8 pm +	Start of Section I	Day's Inn
11:26 pm	Start Section II	McD., St Johnsbury
2:46 am	Start Section III	P+H, Exit 17, I-91
5:00 am +	Finish competitive portion	In the woods
6:30 am	Buffet breakfast available	Days Inn
7:30 am	Critique and Awards	Days Inn

There are rooms available, and presently being held for Vt. Winter Rally, at Day's Inn; Barre, VT ; Tel: 802 476 6678.

This event is a RALLY, not a race; some of the time, your driving skills will be tested - at times your navigational skills, both map reading and time-keeping, will be challenged.

Remember: Stay on course first, on time second.

The rally is run throughout the night on remote back roads. It is essential that you bring warm clothes, flashlights, shovels, tow rope, food and whatever else you deem important. There **WILL** be a sweep vehicle, but you may be forced to spend some time alone in the cold until they arrive.

If you 'stuff it' you must immediately put out a **warning triangle 100 yards before your vehicle, on the same side of the road as your car**; this is essential for both your's, and the following competitors, well-being.

If you approach a control and there are cars parked on the side of the road, be careful. **Don't lock-up your wheels trying to panic stop.** You may have to continue slowing past the cars and then stop – be safe.

Leave the area of controls as quickly as possible after you have your “stickie”; there are no controls for at least 2 miles and it will keep the area safer.

For those who would like to see what the map section looks like, a sample map and route instructions will be available before the start. If you have competed before, you may decide that rest is more important; the map section is similar to the last two years'. Competitors may actually drive this loop before the event, if they so choose; it starts and finishes at Registration.

I Strongly suggest an interior light and magnifying glass (for map sections).

Tech will check for navigational equipment, driving lights and correct tires; registration will check for driver's licenses and insurance on the vehicle. **No loud cars or cars will large graphics will be allowed to start.**

Awards – First in classes on each of two rallies; seconds as appropriate.
JB “Best Rally Team” award - Trophy + \$100 awarded to the driver/navigator who has the lowest total penalty for all three sections.

The mileage was taken from the right rear wheel of a MAZDA 3. The weather was cool with snow and sand on the ‘back roads’. On wide state and county roads (asphalt) the car was driven in the right-hand lane; on small ‘dirt roads’ the right side of the road was favored, with some **slight** ‘shortcutting’ on sharp corners.

Directions to start:

Take I 89 north; Take exit 6; In 4 miles, turn Left on Rt 14; In 1 mile, Left into Days Inn.

Contacts: John Buffum, Rallymaster – 802 655 5768 – librally@aol.com
Ted Goddard, Registrar – 802 263 5678 – tedgcb@tds.net

1/26/2008