

# Hardwood Forest Getaway

Road Rally

July 25, 2010, Minocqua, Wisconsin



# Hardwood Forest Getaway

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### Introduction

The Hardwood Forest Getaway (HWFG) is a road rally organized by the Milwaukee Region of the Sports Car Club of America. This is a regional Tour-TSD road rally. The road rally will operate under SCCA Road Rally Rules (RRRs) as amended by these General Instructions (GIs).

### RRR Exceptions

**Exception to RRR Article 10B.** For those competing in stock or novice class, relatives of the driver and/or navigator up to and including age 16 will be allowed in the vehicle as passengers providing that there are sufficient seat belts for each passenger. Minor waivers signed by both guardians will be required for each passenger.

### Rally Schedule

Date:	Sunday, July 25, 2010
9:00 am– 10:00:00 am	Registration
10:00 am	Brief Beginner’s Rally School
10:30 am	Driver’s Meeting
11.01 pm	First Car Out
4 pm (approximate)	First Car Finishes Rally

Departure will be Brandy Lake Park near the intersection of Lemma Creek Rd and Homeplate Ln., in Woodruff, Wisconsin.

### Rally Conventions

- ✓ All Times given in the Rally Instructions are given in **Hours, Minutes and Hundredths of a Minute**.
- ✓ When mileages are given they will be measured to the **Hundredths**.
- ✓ Only paved roads are used for this road rally (the exception is at parts of the paved road that are obviously being repaired).
- ✓ A GPS can be used.

### Rally Classes

**Novice, Stock, Limited** and **Equipped** classes will be available for competition. If less than 2 entries are present in any class, the classes may be combined at the Rally Master's discretion. **Novice** class is those competitors that compete in Stock Class and includes all competitors where both the navigator and driver have competed in 5 timed road rallies or less combined. **Stock** class allows only the use of OEM speedometers in the OEM location, a non programmable calculator, and a timepiece. **Limited** class allows the use of programmable calculators and laptop computers. Additional mileage measuring apparatus can be added to the vehicle provided that it does not provide direct input to computational devices. **Equipped** class has no limit to equipment.

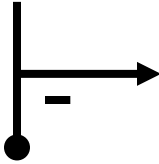
### Numbered Route Instructions (NRIs)

NRIs are route instructions that tell you where to drive and when you should be at a particular time on the rally. They are to be completed in ascending numerical order as given in the route instructions. They should be executed completely before initiating the next NRI. The instructions are shown graphically by tulip directions (described below) and drawn in the Tulip column of the NRIs. In the absence of an NRI at an Intersection, participants should follow the obvious main road as determined by road centerlines, and curve arrows. For the purposes of this Rally, dead ends, cul de sacs, road ends, gravel roads except on paved roads being obviously repaired, etc do not exist and should not be followed.

### Tulips

Tulips are a graphical depiction of the of route directions. To follow a Tulip the vehicle is located at the solid circle (tulip root) and will be traveling in the direction of the arrow (tulip flower). Lines depict side roads. The locations of stop signs and other road signs (in quotes) in the route description are shown as dashes (-).

Example:



In This example, you would enter from the root or bottom of the "Tulip" (the solid circle) and turn to the right at the intersection.

### Car Numbers

You will receive a car number at registration. Please affix this number to the right side of your vehicle. You will also receive an orange sticker that should be placed on your right headlamp or bumper. These will allow the control workers to identify you as you pass.

### Mileages

Mileages were measured to the nearest 1/100 mile using an ALFA-Pro rally odometer driven off the left rear wheel of a 2002 Nissan Sentra SER. Mileages will be referenced in the route instructions as XX.XX miles. Periodically we will show the notation XX.XX /0.00. At these locations, you should zero your odometer before proceeding.

### Timing

Timing will be synchronized to WWV and we will time to the nearest hundredth of a minute. You will leave the starting line at "Begin Tire Warm Up" at CZT + your car number in minutes. For example, car number 3 starts the rally at 11 am (CZT) plus 3 minutes. The NRIs will also indicate the start time of each timed segment for Car Zero (CZT). Your start time for each section will be CZT plus your car number in minutes. The route instructions will indicate the average speed/changes in average speed for each leg and the locations/mileages where these occur.

### Time Allowance (TA)

Unforeseen events can happen on a Rally. Local traffic slows you, or you get lost. Whatever the reason, we want you to drive safely. Therefore, we allow you to request a time allowance (TA) for any reason. You will find time allowance request forms in your packet. If you find yourself behind time, please fill one out rather than speeding to try and catch up. Fill in your car #, the NRI where you are claiming the delay and the

amount of time you need. Your First TA will be on the half minute, and will be at least ONE AND A HALF minutes. (1:50, 2:50, 3:50 etc) to the maximum allowed. All subsequent TA requests for THAT section of the rally will be in whole (one) minute intervals (1:00, 2:00, 3:00, etc), this is so that in that section, you will never be on the same time (minute) as another competitor. You can claim a maximum total of 19.5 minutes (19:50) for any individual section of the rally. This TA will apply to all legs/checkpoints in that section from the point that you requested the TA to the end of that section. **Be sure and include the total TA time when you calculate your start times for the next legs in that section. Do NOT return to your original time (CZT + your car # in minutes) until the start of the next section of the rally.**

The section ends at the next break. You are shortening your next break by the amount of the TA, when you make a TA request. At the start of the next section of the rally, after the break, you will return to your normal position in the rally, (CZT + your car # in minutes).

**Scoring**

The team with the least number of points in their class at the end of the rally will win their class in this rally. Scores are determined by the time you arrive at each control. There will be one point for every one hundredth of a second that you differ from the ideal time. A maximum penalty of 100 points will be awarded for being early or late to a control.

Activity	Point Score
Each hundredth of a minute that you are early or late at a control	1 point (maximum 100)
Use of Alcohol or Nonprescription dugs	Disqualification
Un-sportsman-like Conduct	Disqualification or any other penalty at the discretion of the Rally Master
Whining	<b>There will be a \$10.00 fine for whining, failure to pay fine may result in disqualification.</b>

**All decisions by the Rally Master are final.**

**Safety**

- It is mandatory that all occupants of the vehicles wear seatbelts.
- Headlights must be illuminated on all vehicles during periods of vehicle operation.
- Use of alcohol and/or non-prescription drugs during the Rally will result in disqualification.
- Failures to follow the rules of the road resulting in traffic citations will result in disqualification at the discretion of the Rally Master.

**Glossary of Acronyms**

<b>CAST</b>	Change Average Speed To
<b>Control</b>	AKA Checkpoint (orange sign with a v.)
<b>CZT</b>	Car Zero Time
<b>Free Zone / (FZ)</b>	An untimed part of the rally used to move you from one leg or section.
<b>GI</b>	General Instructions
<b>Leg</b>	Timed piece of the rally
<b>NRI</b>	Numbered Route Instructions
<b>Odo</b>	Odometer
<b>RRR</b>	Road Rally Rules
<b>SCCA</b>	Sports Car Club of America
<b>SCORE CARD</b>	Card furnished in your packet which is used to record your times
<b>Section</b>	A part of the rally that is made up of one or more Timed Legs.

**Odo Calibration**

The First part of the rally is called the Odo run and will be used to calculate your Odometer correction factor. An Odometer correction factor may be required to match your measured odometer mileage to the road rally mileage measured by the rally master.

The Correction Factor is calculated as follows:

**Your Mileage / Official Mileage = Correction Factor**

To correct your vehicle’s Odo, multiply the Official Mileage by your correction factor (CF; see worksheet).

**Odometer Calibration Worksheet**

To obtain the correction factor (CF) that you will need to adjust all official mileages in the instructions so they agree with your vehicle odometer do the following:

Zero your trip odometer at the rally start line or carefully read your regular odometer (Odo1)

Read your odometer at the end of the Odo run (Odo2)

Subtract Odo 1 from Odo 2 to get Your Mileage (YM) (or use the trip odometer mileage)

Enter the Official Mileage (OM) as set out in the NRI (mileage at end of Odo run)

Divide line YM by line OM. This is your correction factor (CF)

Multiply every official mileage by this factor to compute the mileage that should appear on your odometer at that location **(YM = CF X OM)**.

If you estimate the average driving speed needed to stay on time from the mileage and times on the instructions, you must use your distance correction factor to get a speed that will correspond to your vehicle speedometer (YS). **(YS = CF X OS)**. Be aware though, not all OEM Odos and Speedos use the same gearing.

Remember that your time and the official time are always the same.

<b>END</b>
<b>Odo2</b>
<b>START</b>
<b>Odo1</b>
<b>YM</b>
<b>OM</b>
<b>CF</b>

**Thanks For Coming**

If you enjoyed this Road Rally, please bring friends to our next one.

**John & Rouleen Gartner**