



RETURN TO PROVIDENCE ROAD RALLY JUNE 28, 2015

GENERAL INSTRUCTIONS

- I. The event is available to competitors as their choice of Tour, or GTA.
- II. This event is planned to be in very close conformity to the RRR's for each category. It is intended that these events will be suitable for Regional competitors. Pages 1 through 3 of these GI's apply to all competitors. Once you have chosen a category to compete in select the one page from pages 4 and 5 that applies to your category and discard the other.

III. Schedule:

Sun. June 28: Registration	12:00 – 12:45 PM EDT
Car # 1 gets Route Instructions at	12:46 PM EDT
Car # 1 starts the course at	1:01 PM EDT
Car # 1 arrives at Chicago Pizza Franklin, IN. about	3:30 PM EDT
Award Presentation approximately	4:30 PM EDT

- IV. **Measurement:** The rally was measured to a resolution of 0.001 mile by a 2006 Mazda 6 shod with Nokian 205/60R16 WRG3 tires with the measuring wheel (left rear – undriven) inflated to 32 PSI cold using a Timewise 547B rally odometer receiving two pulses per tire revolution.

Conditions for the measurement were partly cloudy with some rain showers, and temperature rising from about 70 degrees into the mid 80's.

Due to a limited number of hard reference points, a somewhat unusual method of creating hard references using street naming signs has been devised. See the attached sheet for examples (not complete; i.e. all possible combinations) of the application of this rule. It is particularly important that you note that a CAST can actually occur before a turn, even though the instruction is written in the normal form: "action" "CAST". Observe the application during the odometer calibration and you should have no problems. Where a road naming sign is NOT referenced in an instruction, or the naming sign is never valid per the attached, the order in which mileages were taken is:

- A. The stop or yield sign, if there is one.
- B. The near edge of the intersection (where the edge of the intersecting road meets yours).

- V. **Penalties:** For all categories; low score wins! Automatic timing lines will be used with Timewise 650 clocks. These clocks have a built-in time delay between successive inputs of 0.01 minutes, which for a typical vehicle traveling more than 10 MPH will ensure that the rear wheels will NOT trigger the clock. A double input to the clock is prima-facie evidence of creeping and will incur a 50 point penalty. Creeping is defined for this event as approaching an Open Control at less than 10 MPH (we won't be using radar to verify), or stopping in sight of an Open Control without an operative instruction that requires such a stop at the point where you are in sight of the Control. If the Control crew signals you to come in and you fail to accelerate, the creeping penalty will be assessed. The signal to come in may be by flashing lights or by wave. Timed cars will be subject to a maximum time penalty of 200 points. For trophy purposes, ties will be broken on the basis of the most zeros, followed by the most ones, etc.

GTA cars will receive one point for each question answered incorrectly. Note that leaving a blank for any question constitutes an incorrect answer. If you do not see the answer on the course, write “None” because sometimes that is the correct answer; i.e. not all questions have answers if you are on the correct route. **Important: All cars follow the same NRI instructions.**

VI. This event will use Open, and DIYC controls.

OPEN controls will be marked by an orange checkpoint sign. Drive past the sign and pull over past the control car. Turn in your time slips (for any previous DIYC and this leg). You will be given the yellow copies of the time slips, plus a new time slip for the next leg (which will have your out time), and critique slips for the legs you have just completed. **Read the critique slips carefully!!!** They will tell you how to find the out-marker to zero your odometer and begin the next leg, the speed if there is a change, the NRI that you are working on, and the mileage at the out-marker.

DIYC (Do It Yourself Control) controls will be identified in the route instructions. Enter your calculated arrival time on your current time slip. On a second time slip, enter your Out Time for the next leg. This event will use the usual 2 minutes pause; i.e. your out time for the next leg is your in time at the DIYC plus 2.00 minutes. Official mileage is set to zero. Note that there is an automatic one (1) mile free zone following a DIYC.

VII. Roads: The following roadway types do not exist: private roads, alleys, driveways (except the Start and Finish locations and at named breaks).

VIII. Instructions: Execute each numbered route instruction (NRI) in ascending numerical order beginning with instruction # 1. Execute each instruction at the first valid occasion to do so. Some NRI's have multiple actions. You must complete all of the actions before beginning the next NRI unless the instruction specifically says “May Overlap.”

All cars will use the same numbered NRI's

Pauses will be expressed in hundredths of a minute; i.e. Pause 50 means to pause half a minute.

Information in parentheses is intended to be helpful, but is NOT part of the instruction.

IX. Signs: Signs are a crucial component of any set of instructions. Quotation marks are used to indicate text quoted from a sign. (Example: “Stop” is interpreted as sign reading stop. Note that this could be an actual stop sign, a sign that says Stop Ahead, Rest Stop, etc.)

Signs may be anywhere except those which would require a backward glance. Separate signs on a common support are separate signs.

Do not split or conjoin words or numbers! That is, do not take HAM out of Hamilton, or 4 out of 45. Likewise do not conjoin FIR ST into FIRST.

X. Landmarks: A landmark must be identified by a sign, or be defined in the Glossary. (This rule is because we don't want to assume that you will use the same term that the rallymaster does for an object, particularly if you come from another part of the country.)

Landmarks may be referenced by a partial name. The landmark OLD VAIL RD may be referenced as OLD, OLD VAIL, VAIL RD, OLD VAIL RD, but not as OLD RD or OL; i.e. any parts of a sign that are used to identify the landmark will be contiguous and complete.

Different roadway names designate different roadways.

XI. Glossary:

AT In the vicinity of for actions which direct a course of travel. When referencing a sign, it means the intersection that the sign defines or controls.

AFTER Past, in the direction of travel, the referenced object.

BFZ Begin Free Zone (there are no open controls in a free zone)

CAST Change Average Speed To

DIYC Do It Yourself Control (Enter your calculated arrival time of day on control slip.)

EFZ End Free Zone (means that it is necessary to be on time; i.e. running the CAST.)

INST # Instruction Number or Numbered Route Instruction (N.R.I.).

INTERSECTION Any meeting of existent roadways at grade level from which the rally vehicle could proceed in more than 1 direction without making a U-turn.

JOG an intersection of roadways in the form of a T (see below) where there is a nearly immediate opportunity to return to the original direction of travel. Example: Jog Left would involve a Left @ T followed immediately by a turn to the right. It is not possible to go straight through a jog.

LANDMARK A physical object, such as a traffic light.

LEFT a turn to the left of 10 to 179 degrees at an intersection.

RIGHT a turn to the right of 10 to 179 degrees at an intersection.

SIDEROAD An intersection of exactly 3 roadways, where a roadway goes generally ahead and another goes to the left or to the right, but not both.

STOP an official octagonal stop sign at which the rally vehicle is obliged to stop.

STRAIGHT proceed within plus or minus 10 degrees of directly ahead at an intersection.

T an intersection of roadways such that there is a roadway to your right and a roadway to your left and past which you can no longer proceed ahead upon the roadway on which you are travelling.

TRAFFIC CIRCLE Also commonly referred to as a round-a-bout. If you encounter one, enter using the “straight as possible” rule. The N.R. I. that you are working on will cause you to exit! {This is a new definition / explanation and we solicit feedback concerning its clarity.}

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 and which controls the rally vehicle. For rally purposes, only 1 TRAFFIC LIGHT may exist at an INTERSECTION.

RETURN TO PROVIDENCE – TOUR CATEGORY

I. INSTRUCTIONS: All competitors will be using the same route instructions. (But be alert to the fact that “.” (periods) in the line of an instruction designate a separation that can make the line multi-part as well. You have to execute all parts in the order given.)

Example: LEFT AT T. RIGHT. (This kind of combination occurs quite often to get Tour cars through a combination of intersections where there would only be one instruction for the Course / GTA cars.)

The questions that occasionally occur between instructions apply to the GTA only.

II. COURSE FOLLOWING: Continue in the straightest possible direction until you are directed to change your direction of travel. There are three basic instructions to change your direction of travel; Left, Right, and Turn (which means that you have to decide between Left and Right at the intersection). The principle road may be determined by a line on the center of the road, a curve arrow sign preceding an intersection, or the quality/continuity of the road surface.

III. SCORING: One point for each hundredth of a minute early or late up to a maximum of 200.

50 points for slowing below half the operational CAST (creeping), or for stopping within sight of the open control without a working instruction to do so.

Ties will be broken on the basis of the most zeros, followed by the most ones, etc.

RETURN TO PROVIDENCE – GTA CATEGORY

I. INSTRUCTIONS: All competitors will be using the same route instructions.

The questions that occur between instructions apply to the GTA only.

II. COURSE FOLLOWING: Continue in the straightest possible direction until you are directed to change your direction of travel. There are three basic instructions to change your direction of travel; Left, Right, and Turn (which means that you have to decide between Left and Right at the intersection). The principle road may be determined by a line on the center of the road, a curve arrow sign preceding an intersection, or the quality/continuity of the road surface.

III. SCORING: You will be given 1 point for each incorrectly answered Q. **LOW SCORE WINS.** If there is a tie, a coin will be tossed. The higher car number has HEADS.

Each question (marked with a Q) and potential answer comes into effect upon the **initiation** of the preceding numbered instruction and goes out of effect upon the **completion** of the following numbered instruction. Write the answer to the question on the correspondingly numbered space on the answer sheet. If there is no applicable answer to a question marked with a Q 1 (e. g QUESTION 1), write NONE in that space.

VERY IMPORTANT GTA ADDENDUM!!!

GTA is being given deadlines to be at the open controls. These are expressed as Car 0 times, so you must be there by the listed time plus your car number or you will be penalized two (2) points for each minute late, up to a maximum of having all of the questions in that section incorrect. This is the same as telling you that if the control has moved to another location, you do not get scored on the section that you missed!