

Mountains to the Sea, 2010 – Supplemental Instructions

Revision 2 – July 26, 2010

The following lists exceptions to the CSCC rules with regard to checkpoints (CSCC rule 1.3), and gives new definitions such as: CZT, Sections, and Free Zone. There is very little course following required – we generally give you an MBCU instruction – but still require that you follow the obvious main road based on Section 3 of the CSCC rules. This is a briskly paced touring rally. There are no traps.

With regard to gravel: We do send you into a couple gravel parking areas and the county just chip-sealed a road that intersects our path but doesn't actually cover the road we're using. (The rally turns onto a side-road where it starts.) We've checked all available resources and plan to run the course again on July 24th so, at this point, we can still say there is no gravel and do not anticipate finding any. (The chip-seal we turn away from is not scheduled to go any further per the Washington County Road Maintenance web site.) If, however, we come across anything on the 24th that concerns us, we will post it to the rally web site before the start of the event.

We will offer route instructions in your choice of either seconds or hundredths of minutes. Hundredths of minutes will be more accurate if you're calculating and have a timepiece that gives you hundredths of minutes. The version in seconds will be far easier to use if you're running on a standard timepiece and don't plan to calculate. You may choose either one at the start of the event.

Measurement: This rally was measured in a 1988 BMW 325iX to the thousandth of a mile using a Timewise 798A on a pleasant sunny day in July. Time/checkpoint calculations were derived from those same measurements. Checkpoint times are truncated to the hundredth of a minute. The times and mileages given in the route instructions will be truncated to hundredths. (Meaning you won't be given the thousandths of miles/minutes we used in the calculations but they're there.) See also "CZT".

CZT – Car Zero Time – This event will give you several CZTs. These times will appear in a separate column adjacent to the route instruction it applies to. This will be the departure time from that point for a theoretical car zero. Simply add your car number to that time to determine when you leave that point. If the route instruction contains a pause, that pause will have already been included in the CZT – again, it is the departure time. CZTs given at the start of a Section will be exact and shown in whole minutes. CZTs given after the start, somewhere within the Section, will be truncated. We added them where we thought it might be helpful to SOP cars and/or in between potential checkpoint locations. The CZT at the end of a Section is also truncated. See also "Sections".

Further detail on CZTs – CZTs are primarily used to avoid double jeopardy; the unhappy situation of being penalized at a control for being early or late only to find a second control, not far away, that gives you a similar penalty. This rally will always have a CZT between checkpoints. The CZTs give you an opportunity to compare your time on the fly and adjust. If you're more than half a minute late, it would be wise to utilize a Time Declaration as the next control may be too close to make up the time necessary.

Sections – This rally will be broken into several "Sections". Each section will be clearly marked, named and numbered in the route instructions. Sections generally span one or more TSD legs and end with a short rest break. The CZT time given to start the following Section will reflect how much extra time has been allowed. A specific pause will not be given at the end of a Section.

Controls – This rally uses Passage controls and one or two Route controls. Passage controls, a.k.a. hidden controls, will be sprinkled throughout the course. Competitors will be timed to the hundredth of a minute as they pass. You should not stop at passage controls – keep driving at the assigned speed.

When you come upon a route control, stop and give them any Time Declarations and DIYC slips you have. They will give you the calculations for the passage controls we placed and any DIYCs. There may be a route control on the road leading into the lunch break in Carlton and definitely one at the finish. Those are the only two route controls planned.

Free Zone – A portion of the rally where no passage controls will be found. You must still maintain the average speed assigned and execute any pauses given. (Stay on time.)

Time Declarations – Per the CSCC rules time declarations must be 0.50 minutes, 1.50 minutes, 2.50 minutes, etc.. This event differs from many events in that we use passage controls and CZTs instead of checkpoints you stop at. (and get put back on time.) If you are delayed and need to take a time dec., you'll need to note the Section number, mileage and amount of time taken on one of the time dec slips provided. When a long enough break in the rally comes along, make a note of the section number and mileage you were able to get back on time. This slip should be given to a rally official at lunch or the finish.

There is a limit to how much time you can declare on this event: You may not exceed more than 9.50 minutes of declared time at any given point. For example, you could declare 3.50 minutes in the first section then find a slow truck near the end of the Section and end up starting the second section even later; let's say you close out the first time dec and start a new one for 6.50 minutes. Then at a short break you manage to get back on time but again have a problem down the road and need to take a time dec for 4.50 minutes in the middle of the Section. The total sum of your time decs is now up to 14.50 minutes but you were never more than 9.50 minutes behind your ideal time at any given moment, so that's fine.

Bear in mind, you must close out one time dec by noting the Section number and mileage where it ends before you start a new one. The reason they must fall on a half minute is to avoid having two cars running nose to tail. If you've taken a time dec and find that a fellow competitor is directly in front of you, it might be wise to close that time dec and start a new one. There's a chance, of course, that both of you are running time decs and ended up on the same time. In this situation, if you were running a 2.50 minute time dec, stop one minute, note the section number and mileage on the 2.50 minute time dec to close it, then note those same numbers on a new time dec as the start location and circle 3.50 minutes.

Please don't block the road when taking a time declaration – get over and put on your flashers.

Please leave from the lunch break in Carlton on time – you cannot carry a time declaration through the lunch break. These limitations are necessary to keep our checkpoint crew logistics on schedule. We will be closing controls at 10.00 minutes after the ideal time for the last car.