

# Road To El Paso Road Rally

## Regulations (v2, subject to change)

The GRIT.

### Classes

E - Experts and computers.

J - Journeymen,. Not a newcomer, not an expert.

N or NTS - New To Sport.

### Official Time

Official time for this rally will be synchronized to WWV. A clock set to WWV will be available at registration. Make sure that your clock is set to the WWV.

### Mileages

A thousands reading electronic odometer with input coming from the driver side front wheel (driven) was used to measure the course. The route instructions will show mileage to at least the hundredth. It was 45F and clear at the start, 50 and cloudy for the last section the day of measurement. Measurement were taken at stop signs where present, apex otherwise.

### Following the Course

You will get your route instructions when you register, if you have any questions ask before registration closes.

The correct course at each intersection is determined by applying the following priority list in the order shown.

1. Proceed as directed by the instruction. If an Official Mileage (OM) is given, do that instruction at that mileage.
2. Follow the Main Road.

The **Main road** is determined by the following and in this order.

1. **Onto** - When an instruction places you on a road using the term "onto", follow that road until you execute a higher numbered instruction.
2. **Protection** - (the road without a stop or yield sign on it
3. **Paved** - paved over unpaved
4. **SAP** - Straight as Possible

Roads marked "DEAD END" or "NO OUTLET" or obvious driveways do not exist.

Speeds are shown in the speed column and apply from the first action of the instruction in the same row until the first action in the instruction in the row associated with the next speed. "SL" means you are in a transit zone and no speed need be maintained.

Text enclosed in quotation marks, such as " 30 M.P.H. ", refers to text on a sign referenced in the instruction.

Information enclosed by quotation marks is found on signs along the course. Signs can be on left or right but you won't have to look back to read them.

Road Identification will not be precise other than that spelling will be correct.

Information in a route instruction in parentheses shall be considered as helpful or informative but not essential for the completion of the instruction. Some instruction may overlap subsequent instructions. They are noted by stating "May overlap" in the

instruction. Pauses are given in hundredths of a minute so Pause 20 means pause 0.20 minute.

There are several breaks along the way. Gas and restrooms are available. You should have about 20 minutes at each. We don't have a sweep car so if you are stranded along the route you will need to call for help or try the nearest farm. If you get lost or drop out, call or text (952) 381-2759.

## Controls

Control zones are areas where timing controls can be located. They are indicated by / 0.00 in the left column. Only one timing control will be located in a control zone. The timing line will be identified by an orange control sign on the right side of the road. You will be timed when your front tires pass the sign. DO NOT STOP at the sign. The workers will be located a short distance down the road, and you should stop next to them to get your timing sticker. Once you get your sticker, you should just continue to the next leg without worrying about being "on time", that is, just drive the speed limit to the next leg. There are no controls on US, State or County highways. Controls may close 10 minute after the last car due.

## Scoring

Scoring will be based on your arrival time at the controls. Penalties will be assessed as follows:

1 point for each 1/100 of a minute (cent) early or late at a control

10 points for stopping within sight of a control.

10 points for TA without valid reason.

200 points (2 minutes) maximum score at any control.

## Time Allowances (TA)

Valid reasons for being late are: you were late at the previous control or stopped to help a contestant with car trouble or are just unable to keep up.

Timing allowances must be in increments of 0.10 to 9.90 minutes. If you find yourself getting late you may take a TA with no reason or proof (like you miss a turn or just get real late) but the penalty for doing so is 10 points. The penalty is low in order to encourage you to take a TA rather than use excessive speed to make up time.

If you find that you are behind schedule at the start of a leg (/0.00), calculate how late you are and enter the appropriate time on a delay form. Add the delay time to your original scheduled time, and leave that point at the new time. Hand in the delay form at the checkpoint. No form, No delay, No Exceptions! If you are more than 10 minutes later than the CZT + your car number, the checkpoint crews will probably be gone. Just keep following the instructions and enjoy the drive. Should extreme weather conditions exist we will use the Emergency Suspension of On-time Requirement: Run at your own safe pace, measure the course, and claim your calculated time of arrival at each open control.

## Glossary

**At** - "In the vicinity of" for actions that direct a course of travel; "even with" for other actions, including speed changes, mileage, etc.

**Before** - In sight of and prior to the referenced navigational aid.

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**Bridge** - A bridge identified by an official black on yellow Diamond shaped warning sign such as "Narrow Bridge", "One Lane Bridge", etc. or identified by a mileage.

**Control** - The timing line of an open or passage control as identified by a checkpoint sign.

**Crossroad** - An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

**Curve Arrow** - Official black on yellow curve arrow warning sign that applies to the rally route. Does not include directional arrows or chevrons.

**Leg** - The part of the course from a /0.00 to the next /0.00

**NRI** - Numbered Route Instruction.

**Odometer Check** - An area to compare you odometer to the measurement odometer.

**OM** - Official Mileage.

**Paved** - A road having a hard surface such as concrete, brick, macadam, etc.

**Section** - The part of the course between two time of day restarts or the end point.

**SL** - Speed Limit

**Stop** - An official octagonal stop sign at which the rally vehicle is obliged to stop.

**T** - An intersection of exactly three roads having the general shape of the letter T as approached from the base by the contestant.

**Transit Zone** - A part of a rally route in which there are no timing controls and in which no specific speed need be maintained.

**Unpaved** - A road having a non-hard surface such as broken stone, gravel, dirt, etc.

**Yield** - An official triangular yield sign at which the rally vehicle is obliged to yield.

## Scorecard & Schedule

Sections/legs start at a specified time of day plus your car number in minutes (TOD).

Timing slips will contain the official time (OT) to get from the start of the leg to the timing control. To determine your correct time, add this number to the time you started to leg.

If you have a TA, write it on your scorecard and also add it to the time you started the leg.

### Sample Critique

For the most part, if your mileage is way off at a control you failed to follow you onto road at some point. Unless stated otherwise, the NRI you working on when you leave the control is the same one you were working on after crossing the timing line.

### Timing Log

We will provide a timing log at the end of the rally.

### Sample Control Slip

OM - Official Mileage to control from start of BCZ

OT - Time to control from start of BCZ

Control 1 TA	___ . ___	Car	___
OM:	10.22	OT:	13.62
Time In:	___ : ____ . ____		
Onto test was P			

In addition to timing, this event will offer tests in your ability to follow your “onto” road and “protection” at intersections where no course direction instruction is provided. Here are two examples.

Assume you are ONTO P working on NRI Left on 29. What is the correct course? What is the “Loop”?

The example on the right demonstrates where you would go with no applicable instruction. Why?

