

## Mountains to the Sea, 2012 – Supplemental Instructions

The following gives new definitions for **CZT** and **Free Zone**, and lists exceptions to the CSCC rules on **Checkpoints** (CSCC rule 1.3) and Time **Declarations** (CSCC rule 1.7). There is little course following required, but you are still required to follow the main road by applying the Main Road Determinants (Section 3 of the CSCC rules).

### **CZT (Car Zero Time) –**

This event will give you several CZTs. A CZT will appear in a separate column adjacent to the route instruction it applies to. The CZT is the perfect departure time from that point for a theoretical car zero. Simply add your car number (in minutes) 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. In addition, there is an automatic Free Zone from each control until the next CZT. Extra time has been added to each CZT so that cars traveling as CAST will arrive at the restart point early.

### **Free Zone –**

A portion of the rally where no passage control will be found. You may drive at any legal speed, but need to arrive at the next CZT so you can start there on time.

### **Checkpoints –**

This rally uses signed Passage controls and Route controls.

Passage Controls: All passage controls will be identified by a sign on the right side of the road with a clock-face pictorial. There are no “hidden” controls on this event. There are no controls within the first mile after a CZT. Competitors will be timed to the hundredth of a minute as they pass the sign. **Do not stop at passage controls.** There is an automatic Free Zone from each Passage control until the next CZT, so that means there is at most only one passage control between CZTs.

Route Controls: Will operate as described in the CSCC rules.

### **Time Declarations –**

Replace section 1.7 of the Road Rally Rules with the following:

#### **1.7 Time Declarations**

To avoid speeding to make up lost time, contestants may make a declaration of time loss. A time declaration must be requested on the half-minute and cannot be claimed in even minutes (e.g., 0.50, 1.50, 2.50, etc., are OK; but 1.00, 2.00, etc., are not OK) Any individual time declaration may not exceed 9.50 minutes. In other words you can never be more than 9.50 minutes behind your ideal time. A Time Declaration should be submitted for each CZT that you are declaring time for. If no time declaration is submitted for a CZT, it will be assumed that you got back on time at that point.

For example:

At NRI 12 the CZT is 10:30.00. Before the next passage control you experience 8.50 minutes of delay. Your Time Declaration would show “For the section starting with NRI 12 I am declaring 8.50 minutes.” At the next CZT at NRI 19 you have made up 3 minutes, but are still 5.5 minutes behind. You then submit a second time declaration stating “For section starting with NRI 19 I am declaring 5.5 minutes.” After the passage control in the section beginning with NRI 19 you are able to make up the 5.5 minutes so at the next CZT at NRI 28 you are back on time. No time declaration would be submitted.

### **Rally Roads -**

The rally is an all-paved event. Only paved roads are legal rally roads. Unpaved roads do not exist as legal rally roads.

**Measurement –**

This rally was measured in a 2006 Mini Cooper S to the thousandth of a mile using a Timewise 547B. Time/checkpoint calculations were derived from those same measurements. Perfect times at controls are truncated (not rounded) to the hundredth of a minute. Mileages and times in the routebook are shown only to two digits after the decimal point – you won't be given the thousandths of mile/minute we used in the calculations, but they're there.

**Tiebreakers –**

Tied scores will be resolved in the following order:

1. Most number of zeros
2. Most number of ones
3. The lowest sum of the four digit build year of the competition vehicle, the four digit driver's birth year, and the four digit navigator's birth year. (For example a driver born in 1954, with a navigator born in 1966, competing in a 1972 vehicle, would place better than a driver born in 1962, with a navigator born in 1974, competing in a 2004 vehicle.)