

Mountains to the Sea, 2015

Supplemental Instructions

The following gives new definitions for **CZT**, **FREE ZONE**, **TSD** and **MTC** and lists exceptions to the CSCC Road Rally Rules with regard to **Time Declarations** (CSCC rule 1.7) and **Checkpoints** (CSCC rule 1.3). There is little course following required, but you must still follow the main road by applying the Main Road Determinants (Section 3 of the CSCC rules). If you avoid driving down dead end and gravel roads, you have most of the battle won.

This event will differ from our Friday Nighter series rallies in that it is *not* a trap rally and timing will happen at passage controls that you will *not* stop at. A small orange cone will identify the timing mark.

Start location: Dealers Supply Co. at 2345 NW Nicolai St., Portland, OR 97210

Directions to the start: The start is easy to find – take I-405 north or south and exit toward highway 30. Nicolai is the first signal you come to, turn left using the rightmost left-turn lane, then take the first entrance/driveway on your right. We'll have a checkpoint sign out to help you spot it. Dealers Supply has very visible sign too. If you come to the start from highway 30 heading east, Nicolai is the last signal before the Fremont bridge.

A couple notes about the start location: There is no bathroom available and there is not a convenient gas station nearby. There is, however, a McDonalds half a mile further west on highway 30/Yeon Ave. There's also a Starbucks and Subway a further half mile west of McDonalds. If you get gas reasonably near the start you should be fine. The lunch break comes early in this event and you'll have plenty of time and opportunity to top up there. The entire rally is just shy of 160 miles. For those coming from the north, I suggest making use of the Chevron at the Mill Plain Blvd exit. This is exit 1C about a mile north of the Oregon border. It's an easy off and on the freeway. The Chevron is about two blocks west of I-5.

Even if you pre-registered, you'll still have a little paperwork to do so please aim for 10 am.

Given the limited space at the end of the odo check, we ask that you leave the start on your assigned minute.

Other comfort factors and such: Bring a log for the bonfire, if possible. Bring some folding chairs or a blanket for the beach and/or lunch break. You'll have time and fast food available during the lunch break but you may want to pack a cooler for lunch and some handy cold

water, instead. We're told by a reliable local that there is no such thing as "fast food" in St. Helens so we added another 10 minutes to the lunch break. There is no designated lunch area – what we do is loop you past some food options then past a couple parks and let you decide where to land. (Again, your folding chairs or beach blanket may come in handy.) One park has picnic tables but limited parking, the other park has more parking but limited seating. Both are on the Columbia river waterfront and pleasant.

Modifications to the rules

CZT (Car Zero Time)

This event gives 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 given. You may pass multiple checkpoints between CZTs.

FREE ZONE

This is a portion of the rally where no controls are located. We tend to use these where staying on time is a bit more difficult, due to signals and local traffic. Sometimes we give you a CZT at the end, sometimes we don't. The point is: you don't have to worry about being on time at every moment during a FREE ZONE. We indicate these areas using the words, "Begin FREE ZONE" and "End FREE ZONE" in the route instruction.

MTC

Main Time Control. This appears only at the last route instruction of the event. At the MTC you will tell the rally official what your declared arrival time is, turn in any time declarations and your magnetic car number. Your declared arrival time is simply the given CZT for that route instruction, plus your car number (in minutes). You may arrive early but you may be penalized 50 points if you are late. It is very important that we receive time declarations in a timely manner to prevent delays in scoring. Please work with us and have those ready. You would not be penalized for being late at the MTC if you're also handing us a time declaration that applies to the last TSD section.

TSD

The scored portions of the rally. In a TSD section you'll be timed at various points by checkpoint crews. You should start at your assigned time, follow the instructions we give, maintain the speeds we assign and pause when instructed to.

Time Declarations

Replace section 1.7 of the CSCC 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 lost. A time declaration must be requested on the half-minute. (e.g., 0.50, 1.50, 2.50, etc., are OK; but 1.00, 2.00, etc., are not OK unless needed as stated below.) 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. Several blank time declarations are provided at the end of the route instructions. Fill them out as indicated. If you use a time dec. in one timed section but you're still late when starting a subsequent timed section, please fill out a second time dec.. Since our timed sections may have several passage controls – effectively creating several legs in one section – it is important that you note the mileage where you want the time dec. applied. If, in a single section, you are delayed more than once, make any subsequent requests in whole minutes so that you remain on a half-minute from the ideal time of another competitor. If two cars find themselves running on the same minute, the higher car number should fall back one minute. If you manage to submit a time dec that gives you a *greater* penalty you will not have been the first and will not receive a second adjustment to your time. (As Keith Olberman once said, this kind of mistake will cause you to “drool the drool of regret into the pillow of remorse.”)

We ask that all competitors leave lunch at their assigned time. The Geargrinders Chair has final authority on acceptance of submitted time declarations.

Checkpoints

Replace section 1.3 of the CSCC Road Rally Rules with the following:

This event uses “Passage Controls” rather than signed controls that you stop at. All passage controls will be identified by a small orange cone on the right side of the road. Competitors will be timed to the hundredth of a minute as they pass. Stopping within sight of a passage control is likely unsafe and will earn you a 50 point penalty. The checkpoint crew will act as judge of fact and will be instructed to time you in and add the penalty if they spot you stopping.

Exception to Rule 4.3

Rule 4.3 of the Road Rally Rules states: A reference point marking the beginning of a route instruction will occur at a mileage greater than the mileage of the action point marking the end of the previous route instruction.

For this event, we often start a section at the exact same point the previous section ended. For example, we may do something like this:

NRI 65 – 23.43 miles – end TRANSIT at “STOP”

NRI 66 – 0.00 miles – Left at “STOP” begin TSD

Both instructions should be executed at the same “STOP”. You should confirm that the “STOP” you’re at is at 23.43 miles (give or take, based on your odo error) then zero your odo and turn left. We’ve left out the time and speed in this example – see the sample instructions below for greater detail.

Additional information

Tiebreakers

Tied scores, in trophy-earning positions, will be resolved in the following order:

1. Greatest number of zeros, then ones, etc.
2. Lowest score before lunch
3. Lowest score after lunch
4. Fewest time declarations

Measurement

The rally was measured to the thousandth of a mile with our trusty Timewise 798A on a very hot day. The numbers we give in the mileage column of your route instructions are *rounded* to the nearest hundredth of a mile. We, however, use the thousandths we measured when calculating leg times. (We do give you thousandths at the section end so the anal-retentive have something to ponder.) Each timed section was measured as one continuous rally road from beginning to end. We did not reset at control locations or anywhere else along the way until we reached the end of the section. We truncate our calculated time to the hundredth – just like our clocks do – to arrive at a perfect time for each checkpoint.

Sample route instructions: NRI 51 is the last instruction in a TRANSIT

51	13:40:00	6.09	End TRANSIT at "CAMP WILKERSON COUNTY PARK 19 MILES" (Just past FOOD MART/76 station)		
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Dragon Slayer TSD					
NRI	CZT	MILES	ROUTE INSTRUCTION	PAUSE	SPEED
52	13:40:00	0.00	Begin TSD at "CAMP WILKERSON COUNTY PARK 19 MILES"		43
53		4.43	CAST at "SUNKEN GRADE"		39
54		6.54	L at BUMMER CREEK RD	0.25	41

This sample was pulled, in part, from the TRANSIT after lunch that leads to a TSD section. We did, of course, change things a bit so don't use this sample during the rally.

Note:

The first column gives the NRI (Numbered Route Instruction)

The second column gives the CZT (Car Zero Time) If you are car #15 you should get to the end of the transit, find the Camp Wilkerson sign, and start the TSD at 13:55 (13:40 + 15 or 1:55 pm).

The third column gives cumulative official miles. You might read a little high or low. The very first part of the rally – the odometer calibration TRANSIT – is the tool we give you to calculate what kind of error you'll experience throughout the day. Be sure to compare your odometer to the official miles in that first section so you know what to expect.

The fourth column is the route instruction. The abbreviations we use are explained in the Road Rally Rules.

The last two columns are for pauses and speed changes. Remember! We do everything in hundredths of minutes. So the 0.25 in the pause column for NRI 54 is a quarter minute, or 15 seconds. There is a conversion table in the back of the Road Rally Rules.

So the way this works is you leave lunch, follow the instructions to find the sign reading CAMP WILKERSON COUNTY PARK 19 MILES then zero your odometer. You leave at the assigned time going 43 MPH. In 4.43 miles you should find a sign reading SUNKEN GRADE and CAST (Change Average Speed To) 39 MPH. A little over two miles later, you should find a road named Bummer Creek Rd. Turn left and CAST 41. We give you a 0.25 minute (15 second) pause to slow down, make the left, then get back up to speed. And so it goes...