

## **Wisconsin Glacier Trails May 4, 2002 GENERAL INSTRUCTIONS**

Wisconsin Glacier Trails is a National Touring Rally and Central Division championship event run by Sports Car Club of LaCrosse and the Wisconsin Autosports Group under Sports Car Club of America **RoadRally** Rules (RRRs) as amended by these General Instructions. The object of this event is to follow the prescribed route and arrive at each control (checkpoint) exactly on time.

These general instructions and any addenda, combined with the current SCCA **RoadRally** Rules, govern this event. These regulations are based on the Whitmore Lake Concord "generic" general instructions for Central Division events.

### **Conventions for Wisconsin Glacier Trails**

- ✓ There will be no controls when an even CAST (e.g. CAST 44, CAST 20) is in effect. Treat all portions of Wisconsin Glacier Trails route with an even CAST as a Free Zone.
- ✓ Numbers after Pauses, Gains, etc. are indicated in hundredths (1/100) of a minute.
- ✓ There are no call back mileages ("off course stoppers") in the Route Instructions.
- ✓ The maximum distance between Numbered Route Instructions (NRI) without official mileages is 5 miles.
- ✓ Creeping is as defined in Article 16 (F) of the RRRs, modified to include stopping in sight of a control.
- ✓ Creeping penalties may be assessed at the sole discretion of a control crew without waving in or otherwise communicating to the contestant. (Sanctioned exception, Article 16 F) The penalty for creeping will be 100 points.
- ✓ Official Mileages are given to 1/1000 of a mile.
- ✓ Control locations may be located in a no passing zone. (Sanctioned exception, Article 16 C)
- ✓ There may be more than one passage control between Car Zero Times and/or Time of Day Restarts. (sanctioned exception, Article 16 E)

## **Course following**

Please keep your headlamps on.

Wisconsin Glacier Trails can be traversed at rally speeds with normal precautions and rules of the road.

Your ability to stay exactly on time will be the determining factor in winning this event.

The course was measured continuously under simulated rally conditions and speeds on Sunday April 7, 2002, in a 2000 Subaru Outback (all-wheel drive) fitted with 225/60-16 Nokian Hakkapeliitta Q tyres inflated to 34 psi with the probe on the right rear wheel connected to an Alfa Elite resolved to one thousandth mile (.001). The weather was overcast with damp roads from overnight rain through the first three quarters of the route; it rained steadily, becoming heavy at times, through the end of the rally route. The temperature remained constant at about 43° F all day. Mileages at intersections were taken at a Stop or Yield sign, other referenced sign, or at the apex if no sign was present.

Official Mileages are given to the 1/1000 of a mile unless otherwise noted. Official Mileages are truncated to 1/100 of a mile at a Car Zero Time and reset to zero after a Time of Day Restart.

Start the rally at the time and location noted in your Route Instructions plus your car number in minutes. There will be a tire warm up section and an odometer calibration run at the beginning of Wisconsin Glacier Trails.

## **Route Instructions**

The Route Instructions for Wisconsin Glacier Trails will be divided into sections. The Numbered Route Instructions (NRIs) will run consecutively through the event.

The Route Instructions for Wisconsin Glacier Trails are presented in a six column format: NRI, Official Mileage, Action, Sign or Comment, CAST, and Pause/Gain/Transit/Car Zero Time (CZT).

## **Breaks**

Locations for gas and food breaks will be indicated in the Route Instructions. There will be a Time of Day Restart (TODR) after each break. Every attempt will be made to post unofficial scores at each break.

## **Free Zones**

In addition to Free Zones specified in the route instructions, the first 0.10 mile after leaving a road and all portions of the route with an even CAST will be considered Free Zones.

## **Timing**

Timing for the rally is from the previous TODR or Car Zero Time (CZT) to the next timing line. There can be multiple controls between CZTs and/or TODRs.

There will be no more than four (4) controls between consecutive Car Zero Times (exception to RRR Article 16 E). In the event that a team carries an error due to a timekeeping mistake through multiple controls between consecutive Car Zero Times, it may petition for the error to be corrected at the second (third) such control. The team must submit a written request to the rally chairman within 30 minutes following its arrival at the final control of the rally. This request must include:

- 1) A clear description of the mistake(s) made, such that a definitive mathematical reconstruction of the leg(s), as run by the petitioning team, can be made.
  
- 2) A detailed calculation summary of the leg(s) in question showing corrected leg time(s).

The rally chairman holds sole authority to act on such requests (exception to RRR Article 20 B). His decision is not subject to further review.

Timing clocks will be set to the time signal broadcast by WWV, adjusted to the local hour.

There are no controls between the Control Sign and the next NRI.

Please do not argue with the Control Crew. In the event of a dispute over timing ask the control crew to make a note of your claim and refer it to the chairman upon completion of the rally. Claims for timing errors less than 0.03 will not be considered.

“Creeping” is defined as stopping or going less than 50% of the CAST (rally speed) within sight of a control unless required to do so by a Route Instruction or by a Stop or Yield sign. The control crew’s decision is final and there will be no wave-in or flashing of lights. Creeping or blocking the control will result in a 100 point penalty.

## **Controls**

Four types of controls may be used on this event: Open Controls, Passage Controls, Observation Controls, and Emergency Controls. Sample signs for each type will be displayed at registration

### **Open Control**

- ✓ A checkpoint sign (as shown at registration) will identify the timing line of an Open Control. Each car will be timed as its front wheels cross the timing line.
- ✓ Stop beyond the timing line, where it is safe to do so, at all open controls. One of the competitors must return to the control crew to receive a critique slip which contains the following:
  - Your in-time for the Open Control
  - The official leg times for the just completed section, which includes all of the passage controls
  - Mileage at each of the timing lines
  - Special instructions (if any)
- ✓ Either manual or pneumatic timing lines may be used. It is the responsibility of each competitor to pass over the pneumatic hose, if one is being used. If manual timing is used, the clock will be at the timing line.
- ✓ Each Open Control will be followed by a TODR.

### **Passage Control**

- ✓ A sign with a clock face (as shown at registration) will identify the timing line of an Passage Control. Each car will be timed as its front wheels cross the timing line. These signs are different than those used for an open control.

- ✓ Do not stop at a Passage Control.
- ✓ You will be given your critique slips at Open Controls at the end of each section of Wisconsin Glacier Trails. Scores will be posted at the end of the event.
- ✓ Either manual or pneumatic timing lines may be used. It is the responsibility of each competitor to pass over the pneumatic hose, if one is being used. If manual timing is used, the clock will be at the timing line.

### **Observation Control**

- ✓ An Observation Control will be marked by a checkpoint sign with the letters "OBS".
- ✓ Do not stop at an Observation Control.
- ✓ Smile. You're on Candid Camera.

### **Emergency Controls**

- ✓ Emergency Controls will be identified by a checkpoint sign with a red "X" across it.
- ✓ Emergency Controls may be used to advise of route changes, time allowances, emergency speeds, or other information from the organizers.
- ✓ All competitors must stop at an Emergency Control.

### **Classes**

Competitors will be classified into four categories, as described in the current RRRs: Class E (Equipped), Class L (Limited), Class S (Stock), and Class R (Rookie). Divisional entrants may also compete in a Vintage Class. Anyone entering a 1963 Saab 96 Monte Carlo with a Halda Twinmaster has our undying admiration.

### **Claims**

Claims will be handled according to Article 20 of the RRRs for National competitors. For Divisional rallies, the claim fee is \$20 and goes to the region if the claim is denied.

## **Scoring and penalties**

|  |  |
|--|--|
| Each .01 minute early or late              | 1 point  |
| Maximum timing penalty                     | 100 points   |
| Creeping or stopping in sight of a control | 100 points   |
| Exceeding posted speed limit               | Disqualification   |
| Unsportsmanlike conduct                    | Disqualification,<br>or other penalty, at the<br>discretion of the<br>organizers |
| Time Allowance                             | No penalty   |

Scoring will be done from the control logs. Final scores will be posted at the end point. Score review requests will only be considered at the end of the rally.

## **Time Allowances**

Limited Time Allowances (TAs) are allowed for any reason without penalty. A TA form must be submitted at an Open Control before accepting a timing slip. Delays will be limited to the times shown on the TA form. Simply enter the amount of delay you are requesting. Note that the first TA you enter on the delay form is in a one half (.50) minute increment and subsequent TAs are in whole minute (.00) increments. You may file as many TA forms as you wish, but the TAs in effect may not exceed 19.50 minutes for each section of the rally. The sections of the rally will be defined in the route instructions with the words "Begin section...." and "End section...." TAs remain in effect until the next Open Control. (You may need to take another TA if you arrive at a CZT or TODR too late to leave at your assigned Out Time.) This replaces the Time Allowances procedure in Article 21 of the RRRs (sanction exception).

The proper use of this procedure is: If you find yourself delayed along the course, add a pause of the appropriate amount, complete the form by selecting the amount of delay time required, and then rally on at the assigned speed. If you find yourself arriving at a CZT or TODR early enough to "sell back" some or all of the TA, you may do so by marking on the form how much of the TA you wish to return and rallying on.

TA slips must be handed to a control worker before receiving your data slip at Open Controls.

TAs for blocked timing lines at Passage Controls will be allowed; the contestants can be certain that the control crew witnessed their delay. The TA in this circumstance may be for the exact time of the delay, and will be in effect only at the control where it is taken.

## **Glossary**

In addition to the terms defined in the RRRs, these terms will be used in Wisconsin Glacier Trails.

**BFZ:** Begin Free Zone

**BTZ:** Begin Transit Zone

**Bridge:** A structure which carries traffic over a stream or similar barrier.

**CZT:** Car Zero time

**EFZ:** End Free Zone

**ETZ:** End Transit Zone

**Graphic Sign:** A black on yellow sign that represents whatever is being referenced (e.g. Cow graphic).

**Jog:** A turn in the direction indicated at a T followed by a turn in the opposite direction at the next sideroad. This must be within sight of the T.

**Jog Left**—Left at T, Right. In other words, make a left turn at a T, then make an immediate right turn within sight of the T to continue in your original direction of travel. *The right turn must be within sight of the left at T.* “Jog Left” is a shorter way to say “Left at T, then Right first opportunity.”

**Jog Right**—Right at T, Left. In other words, make a right turn at a T, then make an immediate left turn within sight of the T to continue in your original direction of travel. *The left turn must be within sight of the right at T.* “Jog Right” is a shorter way to say “Right at T, then Left first opportunity.”

**NRI:** Numbered route Instruction

**Odo:** Odometer

**RRRs:** 2002 SCCA Road Rally Rules

**SOL:** Sign on Left

**TODR:** Time of Day Restart

This is a (slightly) revised schedule for WGT, which differs slightly from the one on the web site (The instructions now are issued at 10:30 AM, and the lunch break is at 3:00 PM)

Fri. May 3-

7:00P.M.- 10:00P.M.- Reg. and Hosp.- as already listed.

Sat. May 4-

8:00A.M. - 9:00A.M. - Late Reg.

9:00A.M. - 10:00A.M. - Rally school for Rookies.

10:31A.M. - Car #1 picks up R.I.'s.

11:01A.M.- FCO

3:00P.M.[approx.] - Late Lunch break- Boscobel.

8:45P.M.[approx.] - FCI.

9:00P.M. - 10:30P.M.[approx.] - Dinner- as listed.

10:30P.M.[approx.] - Awards- as listed.