

## BRMSCC GENERALS FOR 2015

### ARTICLE I – CONVENTIONS

#### Section A – Roads

Paved and unpaved public roads are used. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, etc., roads having an illegal entry or requiring an illegal turn, roads leading to schools, churches, factories, parking lots and other obviously private or dead end roads do not exist and are not to be entered, turned onto or used to determine a road configuration.

#### Section B – Route Instructions

These regulations describe only numbered route instructions which may be course-directing or non-course-directing in nature. The actions of left, right, turn and straight (or actions defined in terms thereof) are course-directing actions and must be executed so as to result in following a course other than the main road. When referenced to an official mileage they must be executed at the specified official mileage (if possible) whether or not the execution results in following a course other than the main road. Non-course-directing actions are not intended in any way to direct a course of travel and are to be executed when their minimum conditions are met. Route instructions are to be initiated, executed and completed in ascending numerical order, unless specifically noted otherwise by using the phrase “may overlap.” Parenthetical information has no official status and is not necessary for course following.

#### Section C – Signs and Landmarks

Words, numbers, letters or symbols enclosed within quotation marks refer to the text of a sign. Quoted signs may or may not apply to the road you are traveling on. Except for legislative or state route signs, which may face in any direction, you will never have to look backwards to read a sign. Signs may be referenced in full or in part, but when quoted in part will include prominent and consecutive parts of the sign. Spelling is precise; case of letters, spacing, style of letters and punctuation marks are irrelevant. Reference points not within quotation marks are landmarks which are readily visible from the rally route or indicated by identifying signs. Any landmark referenced in a route instruction must be identified by a sign, referenced to an official mileage, or defined in the glossary.

#### Section D – Average Speeds

A specified average speed (CAS) or other assignment of average speed for an unspecified distance is complete at the point of execution and is effective until the next speed change. A speed change referred to a sign or landmark is to be executed at the near edge of the reference. A speed change at an intersection is executed at the apex of the intersection unless another reference at that intersection is specified. When given an average speed for a specified or implied distance or time, the contestant should revert to the previous speed at the end of that distance or time unless a new speed is assigned. Unless otherwise noted, all speeds are in miles per hour.

### ARTICLE II – ROUTE FOLLOWING AND MAIN ROAD RULE

#### Section A – Priorities

At each intersection apply these rules, using the first one applicable:

1. Execute an emergency instruction.
2. Execute a numbered route instruction referenced to an official mileage.
3. Execute a numbered instruction.
4. Follow the main road.

## Section B – The Main Road Rule

The main road is that single, unique course leaving an intersection other than the one upon which the contestant approached the intersection. That course is defined by main road determinants. When more than one main road determinate is used, they are listed in order of priority and at an intersection the applicable determinant of highest priority determines the main road. The main road determinates below may be referred to by their title only. There is a main road at every intersection.

## Section C – Main Road Determinants

The main road, as determined by:

**Protection** is that single road leaving an intersection having no stop or yield sign at that intersection. Contestants are required to recognize (possibly from the back) the stop and/or yield sign.

**Onto** is the road that the execution of a route instruction has directed the contestant to travel upon by the use of (1) the term “onto” and (2) the name or number of the road. This road is then the main road at each intersection where this determinant is applicable until a route instruction requiring the contestant to leave the main road is executed.

**Right (or Left) at T [Y]** – is the road that goes to the right (or left) at a T [Y] (as defined in the glossary).

**Curve Arrows** is the road leaving the intersection as determined by official highway black on yellow single-headed curve or directional arrow sign(s). These signs are to be used with the same intent as that of the directing agency.

**Straight as Possible** is the road that appears to go as directly ahead as possible through an intersection. It can apply at a slant T or an unequal Y. The road is judged as you enter the intersection not on how it looks as you approach the intersection.

## Section D – Mileages

The course is measured to at least the nearest 0.01 miles. No mileage base action requires determination of the mileage closer than 0.1 miles in order to execute the action correctly.

## Section E – Odometer Calibration Zone

Immediately after the start is an odometer calibration zone for purpose of allowing each vehicles odometer to be compared with the official odometer. The distance is at least 8.00 miles and contains intermediate official mileage reference points. There is no change of average speed and no control before the end of the odometer calibration zone.

## ARTICLE III – TIMING, CONTROLS AND SCORING

### Section A – Timing

Timing will be to 0.01 minutes with watches set to CHU or WWV.

### Section B – Time Allowances

If you are delayed at any point on the route you may take a Time Allowance (TA) for any reason, including getting lost. There is no penalty for using a TA. You can take more than one TA within a Leg or throughout the rally.

The first TA within a leg must be in one minute increments beginning with 0.50 minutes to a maximum of 19.50 minutes (0.50, 1.50, 2.50, ... 19.50). Subsequent TAs within a leg must be in even, one minute increments.

The request for a TA must be submitted at the open control immediately following the delay and prior to receipt of your in-time or official leg time.

## Section C – Basic types of Controls

Open and DYL controls (checkpoints) may be used. All controls are located on the right side of the rally route and identified by a checkpoint sign or other sign or landmark as specified in the route instructions. One leg ends as the front wheels of the rally vehicle pass the sign.

## Section D – Open Control Operation

Proceed past the timing line (checkpoint sign) and timing station, pull off the road and stop. Return on foot to the timing station and present your scorecard to the control worker who records your arrival and departure times in the proper spaces. A leg data card or checkpoint slip will indicate official mileage, leg time, the number of the route instruction you were seeking to execute at the timing line, the outmarker, and other information. Your departure time will never be less than 3.00 minutes after your arrival time. The next leg begins as the front wheels of the rally vehicle pass the outmarker.

Penalties for arriving early or late at a control are not cumulative. Controls do not require or permit contestants to compensate, in succeeding legs, for any penalty they may have incurred at a previous control.

Controls will open 10 minutes before the official arrival time of the first car leaving the start or prior time-of-day restart. The first control will close no earlier than 20 minutes, the second control no earlier than 30 minutes and the third and subsequent controls no less than 40 minutes after the official time of the last car from the start/restart, unless all cars are known to have cleared the control. No open control closes earlier than the latest departure time assigned at the previous control plus the official elapsed time for that leg.

## Section E – DYL Controls

At a DYL control contestants are to write (in ink) their calculated arrival time (hour, minute and hundredths) in the appropriate location on the scorecard or timing slip. Departure time (on the next whole minute PLUS FIVE MINUTES) must be written in the next available "Departure Time" location. All DYL times must be recorded before entering the next open control or be scored as having missed the DYL control. One leg ends and the next one begins as the front wheels of the rally vehicle pass the DYL control.

## Section F - Scoring Penalties

Each 0.01 minute early or late at a control	1 point
Maximum Timing penalty at a control	300 points
Unauthorized creeping or stopping in sight of a control	150 points*
Extra passenger in the rally vehicle (14 years or older)	300 points
Citation of moving traffic violation	Disqualification

## ARTICLE IV – GLOSSARY

(Terms not defined are to be accorded their commonly understood meanings.)

AT	"In the vicinity of" for actions that direct a course of travel; "even with" for actions such as speed changes, pauses, etc.
BEFORE	In sight of and prior to the referenced navigational aid.
CAS	Change, commence, or continue average speed.
CREEPING	Traveling at less than one-half rally speed (i.e. the rally speed divided by 2).
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.

DYL	Do-it-Yourself Leg.
FREE ZONE	A specified portion of the rally route in which there are no open controls. No penalties will be applied for stopping within the confines of a free zone.
GAIN	To make up a specified time during the passage of a specified distance. The time is subtracted from the time required to traverse the distance at the given average speed. The distance in which a gain is operative is a free zone.
INTERSECTION	Any meeting of existing roads at grade level from which the rally vehicle could proceed in more than in more than one direction without making a U-turn.
LEFT [RIGHT]	Turn to the left [right] from 10 to 179 degrees.
LEG	The part of the rally route extending from one control to the next or from the starting point to the first control.
OCZ	Odometer Calibration Zone.
OM	Official Mileage.
OPPORTUNITY	A place at which the specified action could be executed.
PAUSE	To delay a specified time at a named point of during passage of a given distance. If no named point or distance is given, the pause should be executed at the first opportunity. The pause time is added to the time required to traverse the distance at the given average speed. The distance in which a pause is operative is a free zone.
PAVED	A road with a hard surface such as concrete, brick, macadam, etc.
SECTION	Any part of the rally route at the beginning of which the official mileage is zero and at the end of which the official mileage ends or reverts to zero.
STOP	An official octagonal sign at which the rally vehicle is obliged to stop.
STRAIGHT	Proceed within plus or minus 10 degrees at an intersection.
T [Y]	An intersection of exactly three roads having the general shape of the letter T [Y] as approached from the base by the contestant. It is not possible to execute the instruction "straight" at a T [Y].
TURN	Change course or direction at an intersection. A turn instruction cannot be executed if the instruction "straight" would take the contestant the same way.
UNPAVED	A road with a loose surface such as gravel, dirt, etc.
YIELD	An official triangular sign at which the rally vehicle is obliged to yield.