The Fairfield Fling

April 29, 1989, Westport, Connecticut Rallymasters: Clint Goss and Vera Shanov

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Details

Host club: Fairfield County Sports Car Club (FCSCC)

Checkers: Terry Martin, Glenn Folsom, Matt Murray, and Evalyn Blazewicz

The Fairfield Fling



Come to The Fling and explore 70 miles of scenic roads in Fairfield County, CT on April 29! This is a straightforward, TSD rally with less than 3 miles of good quality unpaved. The Fling is an excellent event for novices and beginners - there will be a novice school before the start and cars pre-registered in Novice class will receive a Rally Introduction by mail. All you need to run is a car, driver and navigator, watch with a second hand, and a clipboard.



Start/breakfast: Saturday, April 29, 1989

Fuddruckers, 1495 Post Rd East, Westport, CT I-95 Exit 18, then North to Post Rd (Rte 1). Right turn, then 1.2 miles to the start.

Finish/dinner: Tanglewoods Restaurant, Westport, CT

10:00 - 11:30 Registration
11:00 - 11:30 Novice School
12:01 First car starts
4:00 First car finishes (approx)
6:00 Awards at Tanglewood's (approx)

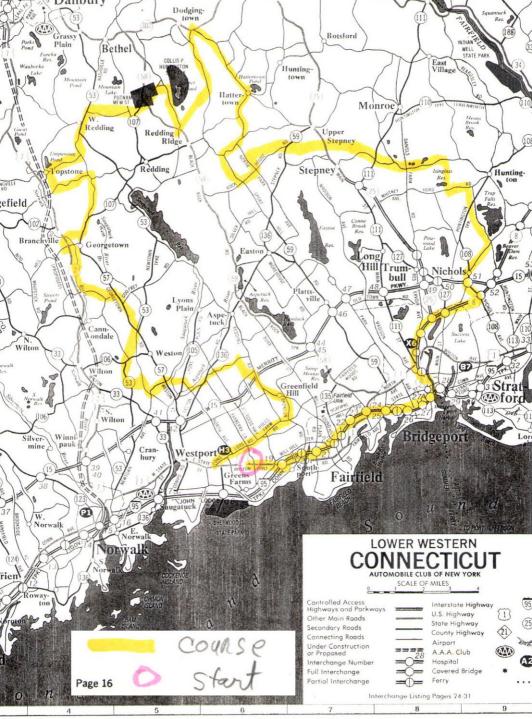
General Instructions (and Rally Intros) will be mailed on April 22 to all pre-registered as of that date. Please detach the form below and submit to the rallymaster:

Clint Goss 6 Fieldcrest Road Westport, CT 06880

(203) 222-8531

Make checks payable to: The Fairfield County Sports Car Club, Inc.

Driver: Navigator: Street: Street: City/State: City/State: Telephone: Telephone: Class: A ____ B ___ C ___ D (Novice) ___ Member: FCSCC: ____ SCCA: ____ Car Make/Model: Year: ____ License: ____ State: ____ FCSCC Member? Yes No \$12 Pre-Register by April 22 \$10 \$14 Register after April 22



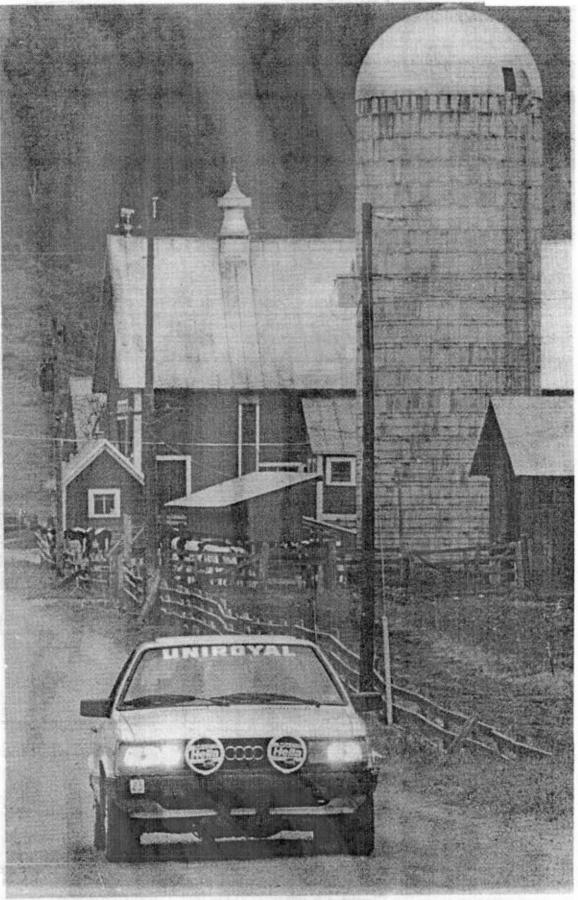
Sports car club to hold rally in Westport

The Fairfield County Sports Car Club (FCSCC) is holding "The Fairfield Fling" road rally on Saturday, April 29, beginning at Fuddrucker's, Post Road East, in Westport, and finishing at Tanglewood's, also on the Post Road in Westport.

In between, participants in The Fling will drive 70 miles of scenic roads in Fairfield County, in a straightforward, time-speed-distance road rally. The course will be driven on public roads at moderate, legal speeds. The

course is described by a set of written instructions which also indicate the speed at which to drive. Arrival time at certain, secret points along the course will be noted and score will be computed by comparing the actual time to the theoretically correct time. Cars compete in classes with others of similar experience.

A rally team consists of two people, a driver and a navigator. Children under 13 are allowed continued on page 39



A ROAD RALLY IS NOT A RACE! You don't need special equipment or a fancy car, just the desire to spend an afternoon touring the countryside. On Saturday, April 29, the Fairfield County Sports Car Club will be holding such a rally, beginning and ending in Westport.

Rally registration form

General Instructions (and Rally Intros) will be mailed on April 22 to all pre-registered as of that date. Please detach the form below and submit to the rallymaster.

Clint Goss 6 Fieldcrest Road Westport, CT 06880

(203) 222-8531

Driver:	Navigator:		
Street:	Street:	+	
City/State:	City/State	:	
Telephone:	Telephone	:	
Class: A B C _	D (Novice)	Member: FCSCC:	SCCA:
Car Make/Model:	Year:	License:	State
FCSCC Member? Yes No			

SPORTS CAR

continued from page 38

in the car and there will be an award for the best finisher with such an added member.

\$12

\$14

\$10

The rally car can be almost any vehicle which is street-legal. A sports car is not necessary. This event has classes for cars with such accessories as variable odometers and computers designed for rallying. Beginning rallyists need not be so fancy, but should be equipped with a watch with a second hand or digital readout, a pocket calculator,

a clipboard, paper and assorted pens and highlighters.

Pre-Register by April 22

Register after April 22

The participants will be treated to a pleasant drive through Fair-field County (which will take approximately four hours), friendly people, the added spice of low-key competition, and dinner and awards at Tanglewood's.

A rally is not a race! Contestants are required to follow the course at a safe and legal speed. Early arrival at check points is penalized as much as late arrival, with compensation rules for delays. Moving violations or consumption of alcohol during the event are cause for disqualification.

To pre-register, send in the form with the entry fee. A detailed description of the rally will be mailed out the week before the event. Entrants in the novice class will receive "An Introduction to Road Rallying," a 10-page write-up on the sport. A novice school will be held before the start of the rally.

Registration will be held at Fuddruckers from 10-11:30 a.m., followed by a half-hour novice school. The first car starts at 12:01 p.m. and finishes at approximately 4 p.m. at Tanglewood's. Dinner and awards follow at 6 p.m.

The Fairfield Fling Rally

General Instructions

Welcome to The Fairfield Fling Rally. You have been assigned car number ______.

The Fairfield Fling Rally is a straightforward TSD rally of approximately 70 miles, of which approximately 3 miles are on good quality unpaved roads. The Fairfield Fling Rally is hosted by The Fairfield County Sports Car Club, Inc. The Rally will be run in compliance with the regulations given in these General Instructions, as supplemented by the Route Instructions, Official Emergency Signs, or Supplemental General Instructions. In case of conflict, consider in decreasing order of priority Official Emergency Signs, Checkpoint Slips, Route Instructions, Supplemental General Instructions, and finally these General Instructions.

1. The Rally Committee

Rallymasters Checkers Clint Goss and Vera Shanov Terry Martin and Glenn Folsom Matt Murray and Evalyn Blazewicz

Novice School

Tom Ciesla

2. Rally Headquarters

The Fairfield Fling Rally begins at Fuddruckers on the Post Road (Route 1) in Westport, CT, East of Exit 18, I-95. Fuddruckers will open at 10AM and serves a great lunch. Directions to the start are given at the end of these Instructions in rally format.

Tanglewoods restaurant in Westport is the location of the rally finish. They have set aside a room for the rally where dinner can be purchased and awards will be presented.

Please note that the entry fee does not include food or drink at either the start or finish.

3. Schedule Saturday, April 29, 1989

10:00 - 11:30 AM 10:45 - 11:30 AM 12:00 plus car # in minutes 3:45 5:30 Registration at Fuddruckers.
Informal Rally School by Tom Ciesla.
Your official rally start time.
Approximate time car #1 finishes the rally.

Awards presentation at Tanglewoods.

4. Registration

This event will run classes A, B, C (SOP), and D (Novice) as described below. At registration, both crew members will be required to sign a liability waiver. Competing teams are restricted to a Driver and a Navigator; in addition, passengers under 12 years of age are permitted.

Each registration packet contains a square car number, which is to be placed on the right front bumper prior to the start. All cars must have working headlights, parking lights, tail lights, brake lights, a horn, wipers, and directional signals. A rear view mirror and two seatbelts must be installed. Foot and parking brakes must work and tires must have reasonable tread and sidewalls. Two-way radios in operational condition are not allowed. A valid driver's license, registration, and proof of liability insurance are required.

In addition, the following items are recommended: Spare tire, time-of-day watches, a clipboard, paper and pencils, a highlighter pen, and duct tape.

If necessary, the registration packet will contain Supplemental General Instructions. It is the responsibility of each rally team to check their registration packet for Supplemental General Instructions.

5. Classes

Class A

No limit on equipment, except as noted for two-way radios below.

Class B

No limitation on the equipment whose sole purpose is for mileage measurement. Timepieces, whose rate cannot be varied to aid in computation are allowed. Paper and pencil, slide rule-type devices, and tables and books listing speed factors are allowed. No mechanical or electronic calculators are allowed.

Class C (SOP)

Contestants in the Seat-of-the-Pants class may not have reference to an odometer or any distance measuring device. The odometer must be rendered unusable - tape over the readout is the usual method. A non-adjustable speedometer in its stock location is allowed. If the speedometer is digital, it must not show speed to a greater precision than one mile per hour. Class C has no limit on computation equipment.

Class D (Novice)

For a rally team to compete in Novice Class, neither the Driver nor Navigator may have competed in 6 or more rallies within the past 3 years. Mileage measurement equipment is limited to stock odometer(s) in stock location(s).

6. The Route

The Route Instructions are numbered instructions which are to be executed in ascending numerical order. A Numbered Route Instruction (NRI) is to be executed at the first opportunity and must be fully executed before consideration may be given to the next listed NRI unless overlap is specifically indicated within that instruction. Some NRIs have an official mileage in the first column, and are to be executed at that mileage. Some NRIs have a delta mileage, in *italics* in the second column. These give the distance from the start of the previous NRI to the start of the referenced NRI. Any information in parentheses is considered helpful and is not necessary to complete the course (except when specifying where a speed change is to take place as noted below). All terms and abbreviations used in the NRIs are defined in these Generals.

A rally road is a paved, through, and public road (not marked as "Dead End", "Private", etc) which is legal to enter. A rally car may only enter an unpaved road when specifically told to do so by a Route Instruction using the term <u>unpaved</u>. For the Fairfield Fling Rally, the parking lots of Fuddruckers and Tanglewoods exist.

In the absence of a route instruction, proceed Straight As Possible (SAP). These are determined without regard to the width or center-line markings of the road of travel. The minimum distance between consecutive parts (or actions) of an NRI or between consecutive NRIs is one inch. The maximum distance between the completion of an NRI and the next NRI is 3.00 miles.

A portion or an NRI appearing in quotation marks refers to written material on signs. All written material on the same support shall be considered to be the same sign. Spelling is precise. Ignore punctuation and capitalization. Quotations are not identified as being full or partial. Individual words and number groups are always quoted fully and in the order in which they appear. Words and number groups are not omitted from

the middle of quoted material unless ellipsis marks, (...) are used in place of omitted material. Quotations in an NRI will never refer to written material on the road surface, on or attached to vehicles, marker stones in cemeteries, or mail boxes and their supports. Utility pole numbers and numbers on buildings will not be quoted. Also, speed limit signs other than those intended for vehicles on the rally route do not exist.

An example of the format of the Route Instructions is given at the end of these General Instructions when describing how to get to Fuddruckers.

Bear in mind that assigned speeds are, in fact, <u>average</u>. If you find yourself late because of road conditions, be assured that you will have ample distance to make up the time.

The rally is a self-start event, but please do not leave more than 10 minutes prior to your assigned out time. Departure from the start will be taken as evidence that the team is satisfied with the completeness and legibility of their Route Instructions.

The first portion of the rally consists of a driver/navigator/tire warmup before the odometer check. There will be several DIY legs during the rally. These are described in Section 11 of these General Instructions.

7. Mileages and Distances

The course was measured in one continuous run on December 10, 1988 on a dry surface at 40°F in an Audi 4000 CS Quattro on Dunlop Qualifier steel belted radial snow tires with 5K miles of wear, inflated to 32 psi cold. At the start of the run, the tires were cold.

Whenever a choice of lanes was available, the measuring car always ran the course in the rightmost legal lane (excluding highway exit and entrance lanes).

Mileages for action points and speed changes were taken in order of priority:

- At a point explicitly stated in the instruction (eg. CAS 30 at "Brainbuster") or as denoted in parentheses (eg. (mileage taken at surface change))
- 2. When first abreast the leading edge of the first landmark, quoted material, Stop sign, or Yield sign referenced in the instruction.
- 3. Failing the above, at the beginning of the turn or intersection.

8. Timing

Rally timing is given in minutes and hundredths of a minute. An NRI may contain a Pause or Gain instruction. The rally car is to delay or make up the time specified in the Route Instructions, or over a specified interval on the course. Unless otherwise indicated, Pauses and Gains are in hundredths of a minute. For example,

Pause 50 = delay .50 minutes = 1/2 minute (30 seconds)

If a Pause or Gain is to occur over a distance (eg. Pause 40 over next 0.50 miles), the Pause or Gain can be done at any point(s) chosen within this distance (no controls will occur in this distance).

9. Time Allowances

If you are delayed for any reason (getting lost, flat tire, helping a disabled competitor, route blocked by a train, political demonstration, swarm of locust, etc, etc, etc) you should consider taking a time allowance (TA). Before resuming the rally, note the amount of time you have been delayed. You can take TAs in one-minute increments starting at 1.50 minutes (1.50, 2.50, 3.50 ...) up to 19.50 minutes. For example, you have quelled the political demonstration and are now ready to rally again. You note it has taken 6.00 minutes (not bad!). Delay another 0.50 minutes (30 seconds to reach an allowable increment); write down 6.50 minutes on your scorecard in the Time Allowance box for this leg, and resume rallying on time to the next checkpoint. You may not stop to calculate a TA amount once you are in sight of a checkpoint. As you hand in your scorecard to the worker at the next control, mention that there is a TA request on your scorecard and make sure that it is noted on their log. Then, when you score the leg in which you took the TA, you subtract the amount of the TA from you total elapsed time for the leg, and compare the adjusted total with the Official Time.

The penalty for using a time allowance will equal your timing error on the leg, up to a maximum of 50 penalty points, to be added to your timing error.

10. Emergency Signs and Speeds

If necessary, an emergency sign, or helper sign, consisting of a white paper or plastic plate with the word "Fling" at the top, will be posted on the course to replace a sign or landmark which has disappeared or indicating that some action should be performed. Trust and obey them. A sample will be posted at registration and the end of the tire warmup and start of the odo check will be marked by one.

Emergency speeds will be invoked if dire weather or road conditions exist on the course. This will consist of a 10% or 20% increase in the official time for the leg. This means that contestants must adjust all speeds, Pauses, Gains, Transit Zones, etc. accordingly.

11. Controls

Timing Controls occur at various locations along the rally route. These come in two flavors, Checkpoints which have workers to record your time, and Do-It-Yourself controls (DIYs) in which you do the timing.

A Checkpoint is marked by a sign ($\sqrt{\cdot}$) at the timing line. You may not stop nor slow to less than half rally speed within sight of a checkpoint. The timing line is the imaginary line extending across the road from the $\sqrt{\cdot}$ sign. Drive <u>past</u> the timing line <u>and</u> the checkpoint crew (Use caution! there may be cars and pedestrians in the immediate vicinity). Pull off the road as far to the right as is reasonable and carry your scorecard back to the checkpoint crew. Be sure to ask for a TA (if any) as you hand them your scorecard, and before accepting a control slip. On your scorecard, the workers will record your arrival time at this control and will assign your departure time from it. They will return your scorecard and give you a control slip listing the mileage and time for the leg just completed and the next instruction you will be seeking to execute and the speed (CAS) at which to start the next leg. Read this slip carefully to assure the correct next instruction and initial speed for the new leg (these sometimes change at checkpoints!). Back in your car, you await your out time and then rally on.

DIY Legs are referenced explicitly in the Route Instructions. In every case, the start of a DIY control is specified, unless otherwise instructed. Upon completion of each DIY leg, you are to start the succeeding leg exactly 4.00 minutes from your calculated (or estimated) time of arrival at that DIY control. For example, if leg 53 (just kidding) ends in a DIY control:

	Enter your esti-	mated in-time he	ere	
	Leg 52	Leg 53 /	Leg 54	Leg 55
Finish	11:20.54	11:53.42		
Start	10:17.00	11:25.00	11:57.42	
Elapsed Time	63.54	28.42	1	
Time Allowance		1		
Net Time	63.54	/ 28.42		
		/		

You enter your estimated leg-time here

Enter your out-time here

Remember to show time in hundredths of minutes, not seconds.

12. Scoring

1 point	Each 0.01 minute early or late at each checkpoint
300 points	Maximum score per leg, including T.A. penalty
300 points	Missed checkpoint
50 points	Maximum T.A. penalty
disqualification	Unsportsmanlike conduct, use of intoxicants prior to or during the event, reckless driving, receiving a moving violation, etc.

In the event of a tie between a number of teams, the number of legs in which each of the teams has the best leg score, on a leg-by-leg basis, will be used to break the tie.

13. Awards

One trophy will be presented to each of the top 20% of teams in each Class. In addition, the following Special Awards will be presented:

DLBF

Dead Last But Finished. You may have blown most of the legs, but keep going! You can still get something (no promises as to exactly what the trophy will be).

Best Team with a Child on Board

In recognition of the fact that there is a special, added challenge for teams with children in the car. This award is given to the car with a child under twelve who did not otherwise receive a trophy.

Best Misadventure

If you are really having a bad day - Tell us about it! Write your sad story down and our judges will choose the most pitiful and entertaining of the lot. Stories must be true, but some poetic license is allowed.

14. Glossary

This section contains the terms specific to rallying which you will find in the route instructions. Following some of the definitions, in *italics*, is an example of a route instruction using the term.

after

Any instruction that has a navigational aid identified by the use of the term 'after' must be executed at the first opportunity which is completely beyond the navigational aid. Left after "Bugsmasher"

at

In the vicinity of for a route instruction which directs the rally vehicle to proceed in a particular direction; even with for speed changes, mileages, pauses, etc. Left at Stop

before

Any navigational aid identified by the use of the term 'before' must be visible from the execution point of the instruction. The instruction must be executed at the last opportunity prior to the navigational aid. Right before "Miller"

BFZ

Begin Free Zone. See 'free zone' below.

BTZ

Begin Transit Zone. See 'transit zone' below. BTZ of 7.00 minutes

CAS

Commence or continue average speed of the indicated number of miles per hour. CAS 30 at Stop

cross

To go completely across. The rally vehicle's tires must contact the surface which it is crossing. Cross Route 25

crossroad

An intersection at which two rally roads cross each other at approximately 90°. Right at Crossroad

DIY Leg

<u>Do It Yourself Leg.</u> A portion of the rally route for which the rallyist must calculate or estimate the elapsed time, using the speeds and/or times given in the instructions. A DIY Leg is a free zone. *End DIY at "Speed Limit 25"*

EFZ

End Free Zone. See 'free zone' below.

ETZ

End Transit Zone. See 'transit zone' below.

free zone

A part of the timed rally route specified as a free zone is an area in which there are no timing controls. A free zone may overlap subsequent instructions.

gain

To make up a specified time during the passage of a specified interval. The gain time is subtracted from the time required at the given average speed(s) to traverse the specified interval. The specified interval in which a gain is operative will contain no timing controls. Gain 30 prior to next NRI

intersection

A meeting of two or more rally roads from which the rally vehicle may proceed in more than one direction without 'U' turning.

island

An untraveled area visibly bounded by rally roads. No two consecutive NRIs may be executed at the same island. This definition applies whether or not the term 'island' appears in the Route Instructions. Right at island

keep

To proceed in the direction indicated or to proceed so as to position a navigational aid in the indicated location. Keep may or may not take you in the direction that appears straight as possible. Keep Left at "Soloman"

left

A turn to the Left of from 10° to 170°, or the location of a navigational aid. Left onto Bayberry St

leg

A part of the rally extending from an assigned starting time to the next control, or from one control to the next.

mileage, approximate

The distance from the start of a section to a point along the rally route, given to within 0.1 mile.

mileage, official

The distance from the start of a section to a point along the rally route, given to within 0.01 mile.

MTS

Mileage to Sign. The mileage for an action, speed change, etc. was taken at the first sign referenced by the instruction.

NRI

Numbered Route Instruction

odometer check

A part of the rally near the start used to give rallyists an opportunity to compare the rally odometer to the official mileage.

pause

To delay a specified time at a point or during passage of a specified interval. The pause time is added to the time required at the given average speed(s) to traverse the specified interval. The specified interval in which a pause is operative will contain no timing controls. Left at T. Pause 30

paved

A rally road having a surface such a concrete, brick, macadam, etc.

right

A turn to the Right of from 10° to 170°, or the location of a navigational aid.

SAP

To go Straight As Possible at an intersection. SAP onto Brainbuster Lane

section

Any part of a 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.

SI or signalized intersection

An intersection controlled by one or more traffic regulating lights, which need not be operating. SAP at SI

stop

An official octagonal stop sign at which the rally vehicle is required to stop by law. Right at Stop

T

An intersection of approximately 90° having the general shape of a \top as you approach it from the bottom. Left at T

transit zone

A part of the rally route in which there will be no timing controls and no average speed. Either an exact time for passage, or a restart time from the end of the transit zone will be given. A transit zone may overlap subsequent instructions.

turn

To make a change of course or direction at an intersection which would not have been made in the absence of any course following instruction. A turn cannot be executed by going straight as possible.

unpaved

A rally road having a surface such as broken stones, gravel, dirt, etc.

Y

An intersection the general shape of a Y as you approach it from the bottom. Keep right at Y

yield

An official triangular yield sign at which the rally vehicle is required to yield by law. Keep left at Yield

15. Directions

Take I-95 to Exit 18 in Connecticut. Northbound cars turn Left off the ramp at the stop sign to head North on the Sherwood Island Connector (towards Route 1). Southbound cars bear right at the island to merge onto the Sherwood Island connector Northbound (towards Route 1). From both directions, proceed through the first intersection (signal may be blinking). Then, 0.06 miles later:

The Pre-Fling Rally

Mile	Δ Mile	Instruction
0.00		 Zero odometer at "Free Commuter Parking" (sign on right). Then immediate <u>Right</u> at SI (Signalized Intersection)
0.37		2. Left at (just before) "Clapboard Hill"
	0.55	3. SAP (Straight As Possible) at "Turkey" (note delta mileage)
1.40		4. Left onto Maple Ave So.
		5. Left at "Lloyd Lumber" (onto Post Road East)
1.97		6. Right into Fuddruckers Parking Lot
		Last revised 4/04/89

A) CHANGE NRI 32 TO READ:

- 32. SAP (L) at Stop. Pause 15 prior to next NRI
- B) BETWEEN NRI 40 AND NRI 41 USE CAUTION!!! The road is narrow and there may be patrol cars present. Proceed slowly. You will have sufficient distance prior to the next control to make up any lost time.
- C) If the assigned CAS exceeds the posted speed limit, observe the posted limit. You will have sufficient distance prior to the next control to make up the time.

Mile	<u>∆Mile</u>		Instruction
0.00		1.	Begin Rally in either parking lot. Leave this point at 12:00 Noon plus your car number. Please leave no earlier than 10 minutes before your assigned out time. Begin driver/navigator/tire warmup. BTZ of 34.00 minutes to complete this warmup and the odometer check. Left onto Post Road East (identified later).
0.76		2.	"Fairfield Settled 1639"
1.10		3.	"Athena Diner Restaurant". SAP(R) to leave Post Road East.
1.18		4.	Stop. (SAP)
1.26		5.	Left before "12'-2"
1.34/0.	.00	6.	"Fairfield" (Green sign on right behind bushes). End Tire warmup, Zero odometer and begin odometer check.
0.01		7.	SAP (R) at Stop. Then immediate <u>Left</u> at "New Haven" onto 95 North (remain on 95 until told to exit)
1.16		8.	"Fairfield University"
3.04		9.	"Exit 24 Diesel" (blue sign on right)
5.02		10.	"Rideshare Info"
5.80		11.	Right at third "Exit 27A Trumbull Waterbury" (leave Route 95 at Exit 27A). Follow exit ramp onto Route 8. Stay in right lane
6.72		12.	"Col. Henry Mucci Highway"
8.27		13.	"Beardsley Zoological Gardens". Stay in right lane
9.00		14.	Keep Right after "Shelton Waterbury" staying on Route 8
10.69		15.	Right after second "Exit 8 Nichols Ave" (leave Route 8 at Exit 8)
11.01		16.	<u>Left</u> at Stop
11.22		17.	<u>Left</u> at SI
11.96		18.	Right at "Stop All Way" onto Shelton Rd
12.20		19.	"Nothnagle Memorial Park 1971"
12.78		20.	"Briarwoods Terr"
13.26		21.	"Leaving Trumbull" (Sign on left)
13.34		22.	Left at SI onto Huntingon St

Mile	ΔMile	Instruction
13.49	0.15	23. Left onto Isinglass Rd (turn is before the sign!)
13.73		24. "Tory La" (Trap Falls Reservoir on right)
14.17		 End Odometer check at "End Odo" (sign taped to telephone pole #3392). ETZ. CAS 34
		26. SAP at Stop. Pause 30
		27. SAP (Left) at "Walnut Tree". CAS 25
	0.10	28. <u>Left</u> (at next opportunity)
		29. Left at Stop. Pause 20. CAS 30
		30. Right onto "Far Mill St"
		31. Left at "Mohegan".
		32.AP (L) at Stop. Pause 15 prior to the next NRI
		33. "Moose Hill".
		34. Left onto Purdy Hill Rd. CAS 25 at "Slow bad intersection" after turn.
		35. SAP (R) at SI, CAS 30, staying on Purdy Hill Rd. Pause 75
		36. "Speed Limit 25". CAS 25
21.60		37. Keep Left at "Slow Bad Intersection"
		38. SAP at SI. Pause 150 (this is Route 25)
		39. End DIY at "Speed Limit 25".
		Write the (computed) time you arrived at this point in the 'Finish' box for this leg on your scorecard. Add four minutes to this time and enter this in the 'Start' box for the next leg. (Do NOT round up to the next minute). Use this time for your restart time from this point for the start of the next leg.
		 Right onto unpaved at "Stanley Rd". CAS 29 (mileage at surface change). BFZ (use caution! - narrow road)
		41. Left onto unpaved
		42. Road becomes paved. CAS 33. EFZ
		43. Left at island
	0.20	44. Right at "Maple Rd". CAS 25

45. Left at T. CAS 34

Mile AMile Instruction 46. Right onto Rock House Rd. 47. Right at Stop onto Sport Hill Rd. CAS 31 48. Right at T. Pause 20. CAS 26 49. "Park Ave" 0.29 50. Left onto "Eden Hill Rd". CAS 31 51. Right onto HiBarlow Rd. 30.93 52. Right at Y, then SAP (R) at Stop onto Hattertown. CAS 25 (mileage at Stop) Immediate Left onto Castle Meadow Rd. Pause 70 53. "Maltbie" CAS 31 54. Left at Y. CAS 33 at Stop. 0.96 55. Left 33.76 56. Right at island. Pause 30 (Caution - farm at intersection comes up quickly!) 57. Left at island. CAS 30 58. Right at Stop. CAS 25. Pause 20 59. Left at "Key Rock". Gain 80 prior to the next NRI 1.57 60. Right onto unpaved at "Hopewell" (mileage to sign). CAS 28 61. Right at Stop, CAS 25, then immediate Right at "58" 62. Left before island at "Wood Rd". CAS 28 (mileage taken at middle of island abreast sign) 63. Left at Stop. Pause 20 64. SAP at Stop onto unpaved. Pause 100 prior to the next NRI 65. SAP (L) at Stop. CAS 39 66. Right at Stop. Pause 20 67. Left onto Limekiln Rd. CAS 28 68. Left at Stop. Pause 30. CAS 45. BFZ 44.87 0.79 69. Right onto Umpawaug Rd. CAS 39. EFZ 45.32 70. Keep Left, then CAS 35 after 0.70 miles.

Mile	Δ Mile	Instruction
		71. Right onto Old Redding Rd. CAS 29
		72. Left at Stop (comes up quickly)
		73. Left onto "Seventy Acre Rd". CAS 26
		74. Right at Stop (comes up quickly - if you miss it you'll get wet!). CAS 29
51.39		75. SAP at Stop. BTZ of 21.00 minutes. (This works out to approximately Cas 20 plus time for a 14 minute stop for a snack or fuel (Mobil on Rte 7))
52.55		76. "CITGO Dairy Town". Right, then immediate Left at Y at "Gilbert & Bennett"
52.69		77. RR tracks (Defunct)
52.90		78. RR tracks (Live!)
52.95		79. Left at Stop
52.98		80. Right at "United Methodist Church"
53.17		81. Left at Stop (Mobil on right for snack & fuel)
53.25		82. Left at SI onto (Route) 57
53.56		83. Right after "Redding 5" to stay on 57 (mileage to sign), then immediate Right onto Old Mill Rd.
53.75		84. "Deaf Child". ETZ. CAS 25. Free Zone till next NRI. (Please pull ahead!)
	0.36	85. Keep Right
		86. Left at T. CAS 21
		87. Left at Stop (comes up quickly!). CAS 25
		88. Right at Stop onto (Route) 57. CAS 40
	1.65	89. Keep Left at Y staying on 57
		90. Right onto unpaved at Stop. Pause 30. CAS 25
		91. Left onto Cavalry Hill Rd (sign faded). CAS 15 after 0.25 miles
		92. Left at Stop keeping island on right (comes up quickly). CAS 30
		93. SAP at SI. Pause 100
		94. Right. CAS 25
		95. Left at Stop. CAS 34

Mile AMile Instruction

- 96. Right onto White Birch Rd. CAS 25. CAS 35 after 0.50 miles
- 97. Left at Stop. CAS 25 (then immediately keep Left)
- 0.26 98. Right onto "Catamount Rd"
 - 99. Right after "Coventry". CAS 28 at turn
 - 100. Left onto Cross Hwy
 - 101. Right at Stop. Pause 20
 - 102. Left at Y
 - 103. Left at Stop
 - 104. Right at (before) "Meeting House"
 - 105. Pause 40 at Frederic Bronson Windmill
- 0.61 106. Right at island onto Governors Ln
 - 107. Left at Stop
 - 108. Right at T
 - 109. Left onto second Cedar Road
 - 110. End DIY Leg at red, white, and green fire hydrant on right shortly before SI. (Write the (computed) time you arrived at this point in the 'Finish' box for this leg on your scorecard. Follow the remaining instructions to the parking lot of Tanglewoods restaurant and turn in your scorecard as soon as possible. Do NOT assign yourself a start time.)
 - 111. Right at SI onto Route 1 West.
 - 112. Right at SI into Tanglewoods Parking Lot. End Rally!

Registration Packet Contents

Car Number - place on RIGHT FRONT BUMPER

Novice Notes - If you are a Novice and have not yet read the Generals - read these first!

General Instructions - for those cars which have not pre-registered

Route Instructions

Entry List (pre-registration only)

Scoresheet

Contestant Evaluation Report (CER) - Two

Police Letter - copies mailed to police departments in all towns on the Rally

Pick-Up Points

Regardless of how you feel when it happens, it is not the rallymaster's intention to get you lost. If you should stray from the intended course and cannot seem to backtrack your way to an earlier NRI, one of the following will be helpful. However, you will miss one or more checkpoints (getting a maximum leg score).

Prior to NRI 40:

Locate Route 25 and proceed to approximately 4 miles North of Long Hill, 3/4 mile North of the Monroe-Trumbull line in the town of Stepney. Turn West off of Route 25 onto Judd Rd, and seek to execute NRI 40. Assign yourself an out time from the end of the DIY and proceed with the next leg.

Prior to NRI 59:

Locate the town of Upper Stepney. Take Hattertown Road North approx 4 miles. Pass "Boggs Hill Road" on the right and turn Left 0.22 miles later (this is the Left in NRI 59). After this, seek to execute NRI 60.

Prior to NRI 74:

Locate Route 107. Go South/West toward Georgetown. Seek to execute NRI 76. (If you get to Route 7 you went too far - go back about one third of a mile.)

Prior to NRI 82:

Locate Route 7 and follow it to Georgetown (you will probably need to go South - but better to ask). Look for the Mobil station on the left (in NRI 81) and seek to execute NRI 82.

If all else fails - head for Tanglewoods, Post Road in Westport, and write up your entry for the Best Misadventure Award!

Last revised 4/17/89

The Fairfield Fling Rally - Pick Up Points

Mile	ΔMile		Instruction
0.00		1.	Begin Rally in either parking lot. Leave this point at 12:00 Noon plus your car number. Please leave no earlier than 10 minutes before your assigned out time. Begin driver/navigator/tire warmup. BTZ of 34.00 minutes to complete this warmup and the odometer check. Left onto Post Road East (identified later).
0.76		2.	"Fairfield Settled 1639"
1.10		3.	"Athena Diner Restaurant". SAP(R) to leave Post Road East.
1.18		4.	Stop. (SAP)
1.26		5.	Left before "12'-2""
1.34/0.	00	6.	"Fairfield" (Green sign on right behind bushes). End Tire warmup. Zero odometer and begin odometer check.
0.01		7.	SAP (R) at Stop. Then immediate <u>Left</u> at "New Haven" onto 95 North (remain on 95 until told to exit) .bi 0.134
1.16		8.	"Fairfield University"
3.04		9.	"Exit 24 Diesel" (blue sign on right)
5.02		10.	"Rideshare Info"
5.80		11.	Right at third "Exit 27A Trumbull Waterbury" (leave Route 95 at Exit 27A). Follow exit ramp onto Route 8. Stay in right lane
6.72		12.	"Col. Henry Mucci Highway"
8.27		13.	"Beardsley Zoological Gardens". Stay in right lane
9.00		14.	Keep Right after "Shelton Waterbury" staying on Route 8
10.69		15.	Right after second "Exit 8 Nichols Ave" (leave Route 8 at Exit 8)
11.01		16.	<u>Left</u> at Stop
11.22		17.	Left at SI
11.96		18.	Right at "Stop All Way" onto Shelton Rd
12.20		19.	"Nothnagle Memorial Park 1971"
12.78		20.	"Briarwoods Terr"
13.26		21.	"Leaving Trumbull" (Sign on left)
13.34		22.	Left at SI onto Huntingon St

Mile	<u>∆Mile</u>		Instruction
13.49	0.15	23.	Left onto Isinglass Rd (turn is before the sign!)
13.73		24.	"Tory La" (Trap Falls Reservoir on right)
14.17		25.	End Odometer check at "End Odo" (sign taped to telephone pole #3392). ETZ. CAS 34
[15.24]		26.	SAP at Stop. Pause 30
[15.70]		27.	SAP (Left) at "Walnut Tree". CAS 25
[15.80]	0.10	28.	Left (at next opportunity)[at "Adams" (SIGN GONE 12/5)]
[16,14]		29.	Left at Stop. Pause 20. CAS 30
[16.50]		30.	Right onto "Far Mill St" .ch 16.912 on straight section of road past reservoir, duct tape on tree on right .tt Far Mill Reservoir .oi Begin DIY Leg
[17.72]		31.	Left at "Mohegan".
[18.27]		32.	SAP (L) at Stop. [CAS 25] Pause 15 prior to the next NRI
[18.64]		33.	"Moose Hill". [CAS 29]
[19.19]		34.	Left onto Purdy Hill Rd. CAS 25 at "Slow bad intersection" after turn.
[19.83]		35.	SAP (R) at SI, CAS 30, staying on Purdy Hill Rd. Pause 75
[21.37]		36.	"Speed Limit 25". CAS 25
21.60		37.	Keep Left at "Slow Bad Intersection"
[21.75]		38.	SAP at SI. Pause 150 (this is Route 25) .diy 21.873 .tt Moose Hill
[21.87]		39.	End DIY at "Speed Limit 25". Write the (computed) time you arrived at this point in the 'Finish' box for this leg on your scorecard. Add four minutes to this time and enter this in the 'Start' box for the next leg. (Do NOT round up to the next minute). Use this time for your restart time from this point for the start of the next leg.
[22.44]		40.	Right onto unpaved at "Stanley Rd". CAS 29 (mileage at surface change). BFZ (use caution! - narrow road)
[22.83]		41.	Left onto unpaved [Hayes Rd]
[22.91]		42.	Road becomes paved. CAS 33. EFZ

		E COMMON
Mile	<u>∆Mile</u>	Instruction
[23.40]		43. Left at island
[23.60]	0.20	44. Right at "Maple Rd". CAS 25 [poss cpt TP 2143 OM 24.961 curves]
[25.30]		45. <u>Left</u> at T. CAS 34
[26.00]		46. Right onto Rock House Rd.
[26.65]		47. Right at Stop onto Sport Hill Rd. CAS 31
[27.93]		48. Right at T. Pause 20. CAS 26
[28.63]		49. "Park Ave"
[28.92]	0.29	 Left onto "Eden Hill Rd". CAS 31 .ch 29.578 in straight section, marked by tree on left, after curvey uphill .tt Eden Hill
[30.34]		51. Right onto HiBarlow Rd.
30.93		52. Right at Y, then SAP (R) at Stop onto Hattertown. CAS 25 (mileage at Stop) Immediate Left onto Castle Meadow Rd. Pause 70
[31.76]		53. "Maltbie" CAS 31
[32.15]		54. Left at Y. CAS 33 at Stop.
[33.11]	0.96	55. Left [at "Platts Hill" - sign gone 4/17/89, delta mileage added]
33.76		56. Right at island. Pause 30 (Caution - farm at intersection comes up quickly!)
[34.48]		57. Left at island [onto Boggs Hill]. CAS 30
[35.43]		58. Right at Stop. CAS 25. Pause 20
[35.65]		59. Left at "Key Rock". Gain 80 prior to the next NRI [=CAS 33]
[37.22]	1.57	60. Right onto unpaved at "Hopewell" (mileage to sign). CAS 28 [CHECK Speed] .ch 38.200 Chpt at duct tape tree on left 0.11 before pavement .tt Hopewell .cas 36 .oi NOTE CHANGE IN SPEED!!
[39.23]		61. Right at Stop, CAS 25, then immediate Right at "58"
[40.54]		
[10,04]		62. <u>Left</u> before island at "Wood Rd". CAS 28 (mileage taken at middle of island abreast sign)
[41.22]		63. Left at Stop. Pause 20
[41.37]		64. SAP at Stop onto unpaved. Pause 100 prior to the next NRI [Pocahontas Rd]

Mile	ΔMile		Instruction
[41.58]		65.	SAP (L) at Stop. CAS 39 [paved]
[42.20]		66.	Right at Stop. Pause 20
[42.40]		67.	Left onto Limekiln Rd. CAS 28
[44.08]		68.	Left at Stop. Pause 30. CAS 45. BFZ
44.87	0.79	69.	Right onto Umpawaug Rd. CAS 39. EFZ
45.32		70.	Keep Left, then CAS 35 after 0.70 miles.
[46.59]		71.	Right onto Old Redding Rd. CAS 29
[48.34]		72.	Left at Stop (comes up quickly) [Before RR bridge] ["stop" on R in farm]
[48.68]		73.	Left onto "Seventy Acre Rd". CAS 26
[50.21]		74.	Right at Stop (comes up quickly - if you miss it you'll get wet!). CAS 29 [back onto Umpawaug] .ch 51.297 At unmarked pole on right in sight of Stop sign, before silver mailbox #5 .tt Umpawaug
51.39		75.	SAP at Stop [Redding Rd]. BTZ of 21.00 minutes. (This works out to approximately Cas 20 plus time for a 14 minute stop for a snack or fuel (Mobil on Rte 7))
52.55		76.	"CITGO Dairy Town". Right, then immediate Left at Y at "Gilbert & Bennett"
52.69		77.	RR tracks (Defunct)
52.90		78.	RR tracks (Live!)
52.95		79.	Left at Stop
52.98		80.	Right at "United Methodist Church"
53.17		81.	Left at Stop (Mobil on right for snack & fuel)
53.25		82.	Left at SI onto (Route) 57
53.56		83.	Right after "Redding 5" to stay on 57 (mileage to sign), then immediate Right onto Old Mill Rd.
53.75		84.	"Deaf Child". ETZ. CAS 25. Free Zone till next NRI. (Please pull ahead!)
[54.11]	0.36	85.	Keep Right [54.322 SAP at Stop] .ch 54.966 Pole #29767 on left just past road/gate on left .tt Quickie
[55.56]		86.	Left at T [Honey Hill Rd]. CAS 21 [forced R at "Dead End" at 56.108] [.ch 55.971 across from mailbox "Heggland"]

Mile	ΔMile	Instruction
[56.54]		87. Left at Stop (comes up quickly!). CAS 25
[56.97]		88. Right at Stop onto (Route) 57. CAS 40
[58.62]	1.65	89. Keep Left at Y staying on 57
[58.67]		90. Right onto unpaved at Stop. Pause 30. CAS 25 [59.341 paved, 59.412 SAP at Stop]
[60.43]		91. Left onto Cavalry Hill Rd (sign faded). CAS 15 after 0.25 miles
[61.20]		92. Left at Stop keeping island on right (comes up quickly). CAS 30
[61.65]		93. SAP at SI. Pause 100
[61.95]		94. Right [onto River Rd]. CAS 25
[62.63]		95. Left at Stop. CAS 34
[63.09]		96. Right onto White Birch Rd. CAS 25. CAS 35 after 0.50 miles
[64.19]		97. Left at Stop. CAS 25 (then immediately keep Left)
[64.45]	0.26	98. Right onto "Catamount Rd"
[66.07]		99. Right after "Coventry". CAS 28 at turn .ch 66.745 in straight section of road, tree on right, next to golf course .tt Banks North .oi Begin DIY Leg .cas 25 .no NOTE CHANGE IN SPEED!!
[67.03]		100. Left onto Cross Hwy
[67.10]		101. Right at Stop. Pause 20
[67.59]		102. Left at Y
[68.07]		103. Left at Stop
[68.22]		104. Right at (before) "Meeting House"
[68.48]		105. Pause 40 at Frederic Bronson Windmill
[69.09]	0.61	106. Right at island onto Governors Ln [Check Spelling!]
[69.19]		107. Left at Stop
[69.26]		108. Right at T
[72.01]		109. <u>Left</u> onto second Cedar Road .diy 72.115 .tt Finish Up DIY

Mile	<u>∆Mile</u>	Instruction
[72.11]		10. End DIY Leg at red, white, and green fire hydrant on right shortly before SI. (Write the (computed) time you arrived at this point in the 'Finish' box for this leg on your scorecard. Follow the remaining instructions to the parking lot of Tanglewoods restaurant and turn in your scorecard as soon as possible. Do NOT assign yourself a start time.)
[72.12]		11. Right at SI onto Route 1 West.
[72.24]		12. Right at SI into Tanglewoods Parking Lot. End Rally!

Far	Mill	Reservoi	r
	TATER	INCOCI TO	

Leg #1

NRI	From	To	ΔMileage	CAS	TZ	Pause	$\Delta Time$	Cum Time
1 -> 25	0.00	14.17	15.51		34.00		34.0000	34.0000
26	15	.24				0.30	0.3000	34.3000
$25 \rightarrow 27$	14.17	15.70	1.53	34			2.7000	37.0000
29	16	.14				0.20	0.2000	37.2000
$27 \rightarrow 29$	15.70	16.14	0.44	25		1,0,100.0	1.0560	38.2560
29 → √•	16.14	16.91	0.77	30			1.5400	39.7960

39.80 Official Leg Time

16.91 Official Mileage

Official Information: Begin DIY Leg

Next NRI 31 CAS 30

Last Rev: 04/18/89



"Something's wrong, here, Harriet . . . This is starting to look less and less like Interstate 95."

Finish Up DIY

Leg #8 (DIY)

NRI	From	<u>To</u>	Δ Mileage	CAS	\underline{TZ}	Pause	$\Delta Time$	Cum Time	
101 105		.10				0.20	0.2000	0.2000	
√• → √•	68.48 66.74 72.11		5.37	25		0.40	0.4000 12.8880	0.6000 13.4880	

13.49 Official Leg Time

72.11 Official Mileage

Official Information: (none)



Last Rev: 04/18/89

			Leg #6					
NRI	From	To	Δ Mileage	CAS	TZ	Pause	$\Delta Time$	Cum Time
√• → 75 75 → 84	51.29 51.39	51.39 53.75	0.10 2.36	29	21.00		0.2069 21.0000	0.2069 21.2069
84 → √•	53.75	54.96	1.21	25			2.9040	24.1109
24.11 0	fficial Le	g Time						
54.96 Of	ficial Mi	leage				Next NRI	86	
						CAS	25	
Official Inf	formation	: (none	:)					
								Last Rev: 04/18/8

/89

			Hopewell				1	Leg #4			
NRI	From	To	<u>\Delta Mileage</u>	CAS	TZ	Pause	$\Delta Time$	Cum Time			
√• → 52	29.57	30.93	1.36	31			2.6323	2.6323			
52	30	.93				0.70	0.7000	3.3323			
$52 \rightarrow 53$	30.93	31.76	0.83	25			1.9920	5.3243			
$53 \rightarrow 54$	31.76	32.15	0.39	31			0.7548	6.0791			
56	33	.76				0.30	0.3000	6.3791			
$54 \rightarrow 57$	32.15	34.48	2.33	33		0.00	4.2364	10.6155			
$57 \rightarrow 58$	34.48	35.43	0.95	30			1.9000	12.5155			
58	35	.43				0.20	0.2000	12.7155			
59	35	.65			Gain:	0.80	- 0.8000	11.9155			
$58 \rightarrow 60$	35.43	37.22	1.79	25	Cuilli	0.00	4.2960	16.2115			
60 → √•	37.22	38.20	0.98	28			2.1000	18.3115			
18.31 O	fficial Le	g Time									
	fficial Mi					Next N	RI 61				
						CAS	36				
Official In	formation	NOT	CHANCE	N CDEED							

Official Information: NOTE CHANGE IN SPEED!!

Last Rev: 04/18/89

				Moose 1	Hill		1	Leg #2 (DIY)
NRI	From	To	Δ Mileage	CAS	TZ	Pause	$\Delta Time$	Cum Time
32	18.27					0.15	0.1500	0.1500
√• → 34	16.91	19.19	2.28	30		0.13	4.5600	0.1500
$34 \rightarrow 35$	19.19	19.83	0.64	25			1.5360	4.7100 6.2460
35	19	.83	0.05007.05	(0.00000)		0.75	0.7500	6.9960
$35 \rightarrow 36$	19.83	21.37	1.54	30		0.75	3.0800	10.0760
38	21.	.75		10000		1.50	1.5000	
36 → √•	21.37 21.87		0.50	25		1.30	1.2000	11.5760 12.7760

12.78 Official Leg Time

21.87 Official Mileage

Official Information: (none)

NRI	From	To	∆Mileage	CAS	TZ	Pause	Δ Time	Cum Time
√• → 61	38.20	39.23	1.03	36			1.7167	1.7167
$61 \rightarrow 62$	39.23	40.54	1.31	25			3.1440	4.8607
63	41	11.22			0.20	0.2000	5.0607	
64	41	.37				1.00	1.0000	6.0607
$62 \rightarrow 65$	40.54	41.58	1.04	28			2,2286	8.2893
66	42	.20				0.20	0.2000	8.4893
$65 \rightarrow 67$	41.58	42.40	0.82	39			1.2615	9.7508
68	44	.08				0.30	0.3000	10.0508
$67 \rightarrow 68$	42.40	44.08	1.68	28			3.6000	13.6508
$68 \rightarrow 69$	44.08	44.87	0.79	45			1.0533	14.7041
$69 \rightarrow 70$	44.87	46.02	1.15	39			1.7692	16.4733
$70 \rightarrow 71$	46.02	46.59	0.57	35			0.9771	17.4504
$71 \rightarrow 73$	46.59	48.68	2.09	29			4.3241	21.7745
$73 \rightarrow 74$	48.68	50.21	1.53	26			3.5308	25.3053
74 → √•	50.21	51.29	1.08	29			2.2345	27.5398
						00	100000000000000000000000000000000000000	

TZ

Pause

0.20

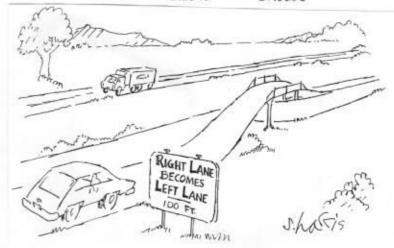
27.54 Official Leg Time

51.29 Official Mileage

Official Information: (none)

Next NRI 75 CAS 29

Last Rev: 04/18/89



 $\Delta Time$

1.3680

0.9724

1.2545

4.0800

2.3824

0.2000

2.4774

Leg #3

Cum Time

1.3680

2.3404

3.5949

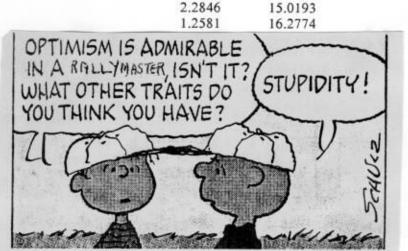
7.6749

10.0573

10.2573

12.7347

			Eden	Hil
From	To	Δ Mileage	CAS	
21.87	22.44	0.57	25	
22.44	22.91	0.47	29	
22.91	23.60	0.69	33	
23.60	25.30	1.70	25	
25.30	26.65	1.35	34	
27	.93			
26.65	27.93	1.28	31	
27.93	28.92	0.99	26	
28.92	29.57	0.65	31	
official Le	g Time	Next NRI	51	
fficial Mi	CAS	31		
	21.87 22.44 22.91 23.60 25.30 27 26.65 27.93 28.92	21.87 22.44 22.44 22.91 22.91 23.60 23.60 25.30 25.30 26.65 27.93 26.65 27.93	21.87 22.44 0.57 22.44 22.91 0.47 22.91 23.60 0.69 23.60 25.30 1.70 25.30 26.65 1.35 27.93 26.65 27.93 1.28 27.93 28.92 0.99 28.92 29.57 0.65 Official Leg Time Next NRI	From To ΔMileage CAS 21.87 22.44 0.57 25 22.44 22.91 0.47 29 22.91 23.60 0.69 33 23.60 25.30 1.70 25 25.30 26.65 1.35 34 27.93 26.65 27.93 1.28 31 27.93 28.92 0.99 26 28.92 29.57 0.65 31



NRI	From	To	Δ Mileage	CAS	TZ	Pause	ΔTime	Cum Time
√• → 86	54.96	55.56	0.60	25			1,4400	1.4400
86 → 87	55.56	56.54	0.98	21			2.8000	4.2400
$87 \rightarrow 88$	56.54	56.97	0.43	25			1.0320	5.2720
90	58	.67				0.30	0.3000	5.5720
88 → 90	56.97	58.67	1.70	40			2.5500	8.1220
$90 \rightarrow 91$	58.67	60.68	2.01	25			4.8240	12.9460
$91 \rightarrow 92$	60.68	61.20	0.52	15			2.0800	15.0260
93	61	.65				1.00	1.0000	16.0260
$92 \rightarrow 94$	61.20	61.95	0.75	30			1.5000	17.5260
$94 \rightarrow 95$	61.95	62.63	0.68	25			1.6320	19.1580
$95 \rightarrow 96$	62.63	63.09	0.46	34			0.8118	19.9698
$96 \to 96$	63.09	63.59	0.50	25			1.2000	21.1698
$96 \rightarrow 97$	63.59	64.19	0.60	35			1.0286	22.1984
$97 \rightarrow 99$	64.19	66.07	1.88	25			4.5120	26.7104
99 → √•	66.07	66.74	0.67	28			1.4357	28.1461

28.15 Official Leg Time

66.74 Official Mileage

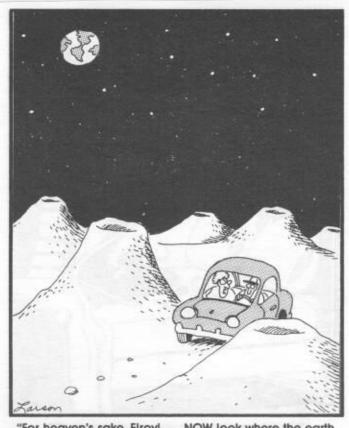
Next NRI 100

CAS 25

Official Information: Begin DIY Leg

Notes: NOTE CHANGE IN SPEED!!

Last Rev: 04/18/89



"For heaven's sake, Elroy! . . . NOW look where the earth is! . . . Move over and let me drive!"

_P	ace	Car :	# Driver	Navigator	1	2	_3_	4	_5_	6	7	8	Total
1	1A	14	Neil Kizner	Dave Hannum	1	1	5	1	0	1	1	1	11
2	2A	25	Bob Schlain	Ann Schlain	1	0	2	5	4	10	0	3	25
3	1B	4	M. B. Folsom	Barbara Ciesla	2	9	2	1	4	6	6	1	31
4	3A	0	Maryanne Rhodes	Paul Prezioso	8	0	0	4	3	7	23	4	49
5	4A	7	Phyllis Bower	Skip Bower	10	0	2	4	9	3	20	3	51
6	1C	3	David Lewis	Cindy Carson	2	15	71	24	44	2	80	13	251
7	1D	30	Scott Currie	Peter Jackson	8	74	109	12	65	3	32	17	320
8	2C	50	Herb Suessenbach	Pego Mack	1	6	94	38	113	0	9	65	326
9	2B	20	Paul Mliner	Seth Naylor	43	84	82	12	17	14	52	47	351
10	2D	51	Jim Carroll	Sandi Carroll	2	12	159	41	49	7	70	19	359
11	3C	43	Mark Ziburis	Linda Groman	21	64	109	14	1	107	18	71	405
12	3D	15	Barbara Szabo	Alan M. Szabo	74	40	99	34	47	31	60	52	437
13	4D	34	Alex Fricke	Lisa Overton	3	22	186	46	89	35	45	24	450
14	5D	48	Keith J. Scala	Jim Hodge	49	28	44	89	39	79	74	53	455
15	6D	2	Steve Miller	Peter Kilbourne	10	21	9	12	98	300	2	9	461
16	3B	32	Paul Fredricks	Bob Goeller	12	78	121	38	16	22	85	174	546
17	4B	52	Bob Walker	Steven Gottschalk	58	6	11	62	150	42	39	192	560
18	4C	1	Fred Mahler	Carla Mahler	6	3	107	52	87	83	59	249	646
19	5C	41	Ed Rhodes	Scott DePalma	12	29	196	100	179	18	145	1	680
20	7D	49	James Nam	Oliver Young	274	76	215	42	3	65	54	3	732
21	6C	53	Paul Omichinski	Debbie Omichinski	300	103	66	100	19	9	99	51	747
22	8D	28	Susan Tackman	Lisa Mottola	97	20	100	60	31	57	104	300	769
23	9D	5	Mike Kim	Marcos Pilozo	41	103	90	259	2	2	0	300	797
24	10D	40	Lisa Wright	Michael Brown	58	57	300	51	207	26	124	24	847
25	7C	11	Nancy Smalter	Greg Smalter	299	40	45	85	49	28	17	300	863
26	11D	27	Alan Witt	T. J. Dvorchek	242	22	111	100	98	1	96	199	869
27	12D	13	Gene Ritacco	Jackie Ritacco	14	48	172	56	105	90	95	300	880
28	13D	10	Tod Bryant	Marija Bryant	186	103	300	70	25	110	173	44	1011
29	14D	16	Ken Wilkens	Angela Richter	60	117	300	111	70	106	102	149	1015
30	8C	56	Jerry Dembiczak	Jerry Dembiczak	72	72	67	171	78	8	267	300	1035
31	15D	29	Brenda Fulton	Harold Peck	143	56	158	49	278	66	3	300	1053
32	16D	47	Georgiana Glasow	Daniel Glasow	155	36	300	11	191	271	3	149	1116
33	17 D	35	Jerry Silverman	Neil Silverman	64	133	175	119	72	29	250	300	1142
34	18D	23	Peter Geike	Marcia Geike	300	267	300	181	45	31	20	19	1163
35	19 D	19	Jerry Froschauer	Linda Froschauer	19	300	193	108	95	56	97	300	1168
36	20D	26	Jack Edwards	Maria Ladra	300	300	198	70	177	52	34	51	1182
37	9C	54	Rudy Streng	Joan Streng	55	233	190	27	114	115	300	149	1183
38	21 D	33	Elaine Costeines	Christopher Costeines	142	23	164	142	246	290	44	149	1200
39	22D	6	Bobby Kellner	Mike Miller	12	163	300	137	232	173	299	51	1367
40	23D	17	Tim Confessore	Michele Confessore	300	22	289	300	192	199	60	17	1379
41	24D	24	Robert Zenhigh	Janet Stevens	2	221	74	300	41	300	300	151	1389
42	25D	36	Vince Dattalo	Mike Blake	130	77	49	300	82	186	300	300	1424
43	26D	8	Jack Perkuhn	Alfred Richter	300	137	247	276	106	177	119	106	1468
44	27D	46	Frances Siegler	Paula Douglas	105	78	273	300	144	300	300	49	1549
45	28D	18	Brian Twomey	Theresia Twomey	300	189	158	300	300	296	19	49	1611
46	29D	39	Jay Anderson	James Denuil	206	300	129	213	136	300	300	117	1701
47	30 D	42	Michael Jeremiah	Robert Jeremiah	300	272	300	300	300	300	16	300	2088
48	31D		Greg Early	Gerald Early	300	300	81	300	242	300	300	300	2123
49	32D	38	James K. Millberry	Donald R. Millberry	197	300	300	296	300	173	300	300	2166

Fairfield County Sports Car Club 32 Hill Street New Canaan, CT 06840

March 30, 1989

Chief of Police 50 Jesup Road Westport, CT 06880

Dear Sir,

On Saturday, April 29, 1989, the Fairfield County Sports Car Club, Inc. will run an automobile Road Rally - The Fairfield Fling. This event will begin and end in Westport, CT and will travel through Fairfield, Bridgeport, Shelton, Trumbull, Easton, Redding, Weston, and Wilton. Approximately 25 cars will leave Westport at one minute intervals, beginning at Noon. Please refer to the enclosed flier for details on the schedule and other information.

The cars will drive at legal and safe assigned speeds over secondary roads in these areas. At intervals on the route, checkpoints will be set up in safe locations on lightly travelled roads. The checkpoints consist of a vehicle parked well off the side of the road (so as not to impede traffic) and will be identified by an orange and white sign with " \checkmark " painted on it. The purpose of these checkpoints is to time contestants to insure that they are, in fact, driving at the assigned speeds.

A rally is not a race. It is a precision driving tour. Penalties are assessed for driving too fast as well as too slowly. Contestants are aware that the penalty for use of alcoholic beverages, or for the commission of any moving violation during the event is disqualification.

Participants are expected (and required) to conduct themselves in an orderly fashion at all times. However, the mere presence of 25 cars over the space of an hour, on a road which, under normal circumstances, would not see that many in a day may elicit inquiries from local inhabitants. Therefore, the local Chiefs-of-Police in the above communities have been advised of this event and have been supplied with full information. This is not a request for assistance; we are informing you in advance to avert any confusion.

Should you require any further information about the event, please call me at (203) 222-8531.

Sincerely,

Clint Goss - Rallymaster

The Fairfield Fling

Fairfield County Sports Car Club

Clint Goss, rallymaster

Westport, Ct. April 29--It's no secret that rally clubs in the METRO area have been disappearing rapidly over the last decade and others still around have drastically reduced their rally program. That's why today's rally was a cause for celebration. The Connecticut Classic, a tough, usually all-night rally last ran over five years ago. Since then FCSCC has been totally autocross oriented, producing national championship caliber members. Rallying seemed to be a dead sport in this corner of the Nutmeg State.

Clint Goss has now decided to change that, but he was faced with a couple of challenges. Where would he get the workers to man the checkpoints? Unlike a solo event the contestants can't work the corners between their runs, checkpoint workers have to sit in their cars, sometimes for hours, while the rallyists come by. They have to time them in accurately, no easy feat when a "train" of novice cars drive in bumper-to-bumper. They have to match the correct time in with the correct car number, write the timing information on the correct contestant's scorecard and give each team an out-time from the control making sure that no two cars leave at the same time. Oh yes, they have to be able to do all of these things simultaneously.

The second challenge facing Clint was how to make the rally interesting. Fairfield County has two basic speed limits. Real Slow and Dead Stop. Most of the roads which are rally viable are posted at 25mph with a few posted at the dizzying speed of 30mph. How could you make a rally interesting at these speeds?

Well the rallymaster faced these challenges and overcame them. Workers? No problem, just ask some friends to drive two to four hours just to get to the rally so they could work it for you. Credit here, and a lot of admiration, goes to the rallyists of the New England Region – S.C.C.A. who came from eastern Connecticut and Massachusetts as well as New Hampshire to make this rally a success.

Low speed limits? No problem, just find tight twisty roads with lots of ups and downs that would keep the drivers on their toes. EASY?? Just remember that southern Fairfield County may be one of the most densely populated areas of the eastern seaboard megalopolis.

I don't know how he did it but the roads Clint used were spectacular, uphills with tight hairpins, steep downhills that twisted and turned, narrow sinuous dirt trails, all excellent roads with very little local traffic to interfere with the rallyists.

Welcome rallymaster Clint Goss. Welcome back Fairfield County Sports Car Club. --Neil Kizner

AutoSport EXPRESS is the official newsletter of the METRO Rally Conference. It is also a service publication for the benefit of the sport at large, enhancing the publicity efforts of sports car clubs throughout Greater Metropolitan New York and surrounding areas for providing relevant Information for participants in railles, races, solo events and related activities.

The EXPRESS is created for METRO by volunteer effort, it is published 10 times a year; subscription is \$10 for 10 issues, mailed first class to the U.S., Canada and Puerto Rico. Editorial and business offices are located at 531 Manor Ridge Rd., Pelham Manor, N.Y. 10803. 914-738-2693

Opinions expressed in the EXPRESS are those of Individual writers and are not necessarily those of the editors of the EXPRESS or of the METRO raily conference. Unsolicited journalistic and photographic contributions gladly welcomed.

The METRO Raily Conference consists of the following member clubs:

Blue Mountain Region - S.C.C.A.
Long Island Sports Car Association
MG Car Club Central Jersey Centre
MG Car Club Long Island Centre
Motorsport Club of North Jersey
Mew York Region - S.C.C.A.
Polish Automobile Society
Porsche Club of America —
Metro N.Y. Region

South Jersey Region-S.C.C.A. Raritan Valley Sports Car Club Wing & Bonnet Car Club

Additional clubs are invited to affiliate, whether involved in rallying or not. Membership fee is \$15 per year; privileges include a seat on the METRO Board and listing of club events up to a year in advance in the METRO Master Calendar. Application may be made to the Treasurer. Make check payable to METRO.

To enter the Series as a contestant, send \$5 (check payable to METRO Conference) to Ed Harris, Treasurer, 14 Cambridge Rd., Glen Ridge, N.J. 07028. Include your name, address, and a note telling him what it's for. You can enter the Series at any time, retroactive one event. Work requirement is one event.





MIKE BLAKE prepares for the road rally.

Fairfield Fling Road Rally competition held

On Saturday, April 29, the Fairfield County Sports Car Club sponsored The Fairfield Fling, a 70 mile Road Rally. The event began at Fuddruck-



Photos by John F Todd

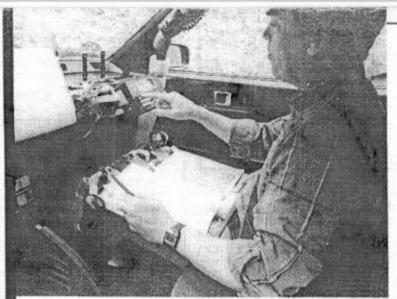
ers restaurant and ended at Tanglewoods restaurant in Westport. Fifty-six teams, each consisting of a driver and a navigator, competed in this precision driving tour which took them down some of the more scenic roads in Fairfield County.

The course was described by a set of instructions given out at the start. Driving speeds were also assigned in the instructions. Teams attempted to follow the course and stay exactly at the given speeds. Their progress was measured at eight secret checkpoints throughout the course. Each team was timed-in and given penalty points for being early or late.

Teams competed in four classes, based on their experience and the equipment they used.

First in the computer class, with a total error of less than seven seconds, were Neil Kizner, of Pelham Manor, NY, and Dave Hannum of Ridgefield. They were followed closely by last year's National Rally Champions, Bob and Ann Schlain, who had their young daughter Erica on board.

Class B, which allows only a precision odometer and speedometer, was won by Mary Beth Folsom of Marlborough and Barbara Ciesla of Webster, MA, both experienced rallyists but running together for the first time. They accumulated less than 19 seconds of error on the course.



BOB SCHLAIN checks the computer in his vehicle.

The Seat-of-the-Pants class allows no precision equipment and no odometer. This was won by Dave Lewis of Lowell, MA and Cindy Carson of Westport. Of special note were Rudy and Joan Steng of West Redding who ran in a 1967 Austin Healey without an odometer or speedometer.

Novice class had 32 competitors, many of whom were first time rallyists. Top honors went to Scott Currie of Danbury and Peter Jackson of Ridgefield with just over three minutes of total error. They were followed closely by Jim and Sandi Carroll of Oxford and

Barbara and Alan Szabo of Milford

In addition to top placement awards, a trophy was given out for the best married couple, Maryann Rhodes and Paul Presioso of Orange who took third in the computer class. The infamous DLBF (dead-lastbut-finished) trophy went to Donald Millberry of Westport.

The course was laid out by

rallymasters Clint Goss and Vera Shanov of Westport. Upcoming events include Rallies in Torrington in July and Danbury on October 7. For more information on Road Rallies, call Clint or Vera at 2228531 or come to a meeting of the Fairfield County Sports Car Club. They are held on the second Tuesday of each month, 8 p.m., at the Fairfield Howard Johnson's on the Post Road.



A ROAD RALLY IS NOT a race for speed, but entails driving within specific limits and finishing close to the projected time.