Ton of Fun

August 26, 1989, Torrington, Connecticut Rallymasters: Fred and Carla Mahler

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Details

Host club: Fairfield County Sports Car Club (FCSCC)

Checkers: Clint Goss, Vera Shanov, Maryanne Rhodes, and Paul Prezioso

August 26, 1989



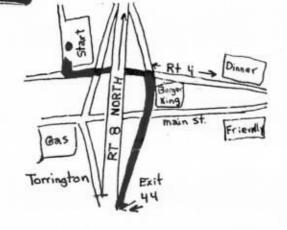


FEATURING: ROADS IN TORRINGTON HARWINTON BURLINGTON

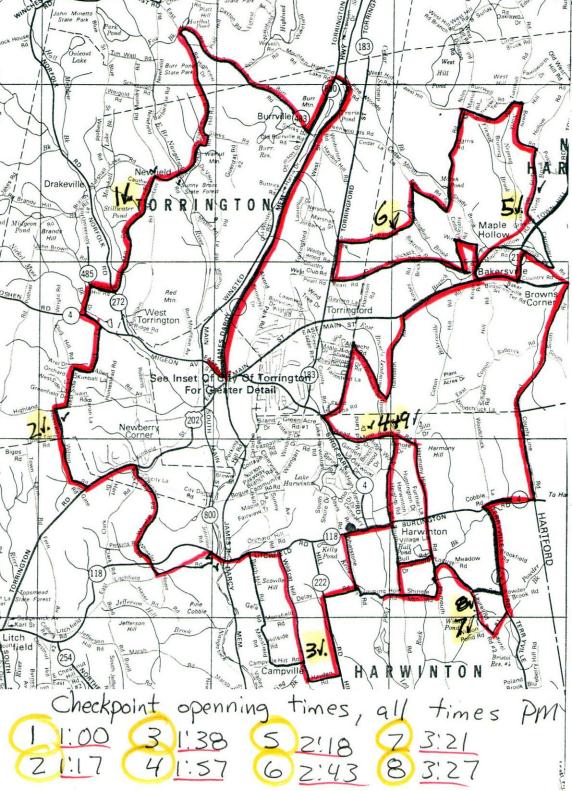
DISTANCE (TSD) RALLY. APPROX. 70
MILES, PAVED AND UNPAVED ROADS.
START: PARKING AREA - EXIT 44
RT 8, TORRINGTON. FINISH PATELLA'S PIZZA & RESTAURANT,
RT 118, 2 1/2 MILES FROM EXIT 42
RT 8. GAS, FOOD, AND OTHER
FACILITIES AVAILABLE AT START.
TROPHIES WILL BE AWARDED IN EACH
CLASS. PORTIONS OF ENTRY FEE
INCLUDES PIZZA AT THE FINISH.

REGISTRATION 11:00 am
FIRST CAR OFF 12:01 pm
FIRST CAR FINISHES 3:30 pm APPROXIMATE
ENTRY FEE \$8.00 FCSCC MEMBERS
ENTRY FEE \$10.00 NON-MEMBERS

RALLYMASTERS FRED & CARLA MAHLER.
FOR FURTHER INFORMATION OR TO PREREGISTER
CALL: 203-489-6503 EVENINGS FRED OR CARLA.



SEND	COMPLETED FORM WITH	CASH, CHECK, OR MONEY ORDER NAVIGATOR	PAYABLE TO FCSCC TO:
	ADDRESS	ADDRESS	155 MOORE DRIVE
	STATE ZIP CODE_	NO MEMBER FCSCCYESNO	
	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	NAVIGATOR	



General Instructions

Welcome to The Ton of Fun Rally. You have been assigned car number

The Ton of Fun Rally is a straightforward TSD rally of approximately 70 miles, of which approximately 5 miles are on good quality unpaved roads. The Ton of Fun 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.

1. The Rally Committee

Rallymaster Checkers Fred Mahler and Carla Mahler Clint Goss and Vera Shanov Maryanne Rhodes and Paul Prezioso

Novice School

Clint Goss .

2. Rally Headquarters

The Ton of Fun Rally begins at the commuter parking area on the West side of Route 8 in Torrington, CT. From the North, take Route 8 South to Exit 44, Right at SI (Signalized Intersection), then immediate Right into parking area. From the South, take Route 8 North to Exit 44, Left at second SI (Signalized Intersection), then Right into parking area. Food and fuel can all be purchased within one mile of the start at Burger King, Mobil, Friendly's, Twin Colony diner, Gulf, etc.

The finish will be at a private residence in Harwinton, CT, about 5 miles from the start. There will be ample room to relax and enjoy the rest of the afternoon while scores are being tabulated. There is also a large in-ground pool for your enjoyment. *Please bring your own suits and towels*. Pizza will be purchased using part of your entry fee. Awards will be presented as soon as possible.

3. Schedule Saturday, August 26, 1989

11:00 AM - 12:00 Noon	Registration at the start.
12:30 plus car # in minutes	Your official rally start time.
4:30	Approximate time car #1 finishes the rally.
5:30	Pizza served (bring your own anchovies).
6:00	Awards

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 be in safe operating condition. 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 masking tape (to tape your car number to your right front bumper).

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 Ton of Fun Rally, the commuter parking lots off Route 8, Exit 44 exist as well as the road marked "Dead End" near the end of the rally.

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 start of an NRI and the start of the next NRI is 3.00 miles.

A portion or an NRI appearing in quotation marks refers to written material on signs. Spelling is precise. Ignore punctuation and capitalization. An instruction may quote the entire sign or part of it. 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.

Bear in mind that assigned speeds are, in fact, <u>average</u>. If you find yourself late because of road conditions, do not exceed either the legal speed limit or the safe operating speed for your car under the given conditions. Either wait for a safe opportunity to make up the time or take a Time Allowance (described below).

The rally is a self-start event, but please do not leave early. 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 is an odometer check which gives contestants a chance to compare their odometer against the odometer used to measure the course.

7. Mileages and Distances

The course was measured in one continuous run on July 15, 1989 on a dry surface at 70°F in an Audi 4000 CS Quattro on Nokia Hakkapeliitta NR09-C6 (front) and Dunlop Qualifier (rear) steel belted radial snow tires with 1K (front) and 16K (rear) miles of wear, inflated to 32 psi cold. At the start of the run, the tires were warm from a 4 mile run. 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 and lanes marked by double dashed lines).

Mileage measurements for action points and speed changes were taken at the reference point for each instruction. If a delta mileage is given in an instruction, the reference point is at the delta mileage. Otherwise, the instruction will contain an <u>underlined item</u> to denote the reference point.

8. Timing

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

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

If a Pause is to occur over a distance (eg. Pause 40 over next 0.50 miles), the Pause 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 past the timing line and 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.

There is one DIY (Do It Yourself) leg near the end of the rally. As instructed in the Route Instructions, you are to enter your arrival time at the end of the DIY leg youself on your scorecard in the FINISH box for Leg 9. Do this before turning in your scorecard.

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, there is an award for <u>DLBF</u> (Dead Last But Finished - You may have blown most of the legs, but keep going! You can still get something. However, no promises as to exactly what the trophy will be).

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

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

Right at Crossroad

DIY Leg

Do It Yourself Leg. 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.

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.

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

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

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.

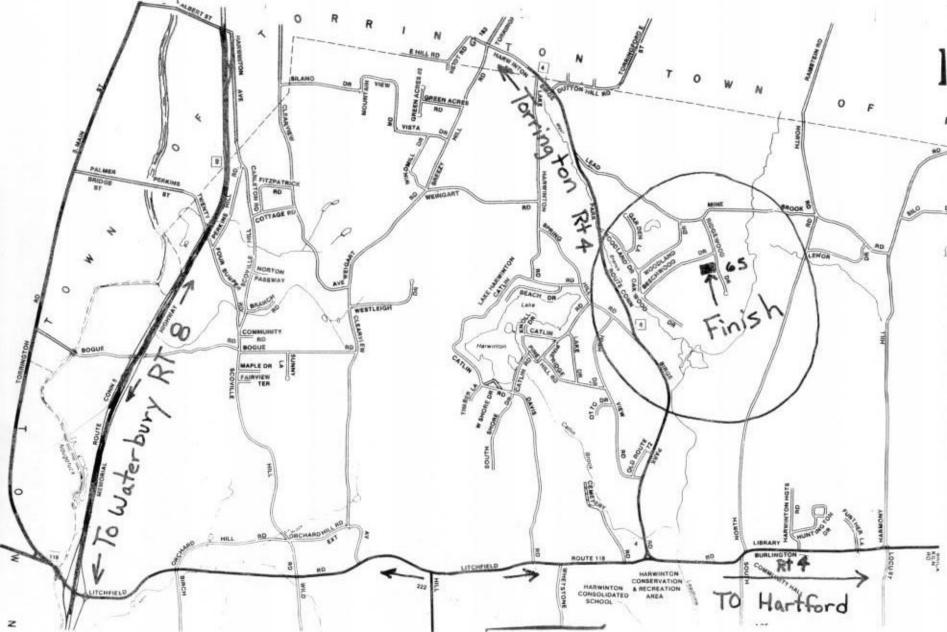
unpaved A rally road having a surface such as broken stones, gravel, dirt, etc.

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

Last revised 8/14/89
Page 6 of 6



Novice Notes

These Notes are intended to help Novice or first-time rallyists. They highlight the more important points contained in the General Instructions, but are not official for this rally (Italicized text in braces are examples).

Execute all instructions in order. Execute parts of instructions in order. Do not skip instructions.

Check off each instruction as you execute it - otherwise it is easy to loose track.

Numbers in the left column are Overall Mileages. Your odometer may not agree with the rallymaster's.

If the next instruction does not apply at an intersection, go Straight As Possible (SAP) through that intersection and keep trying to execute the instruction.

The term CAS means to Commence Average Speed. CAS 25 means to go 25 mph. (CAS 25 at "Brainbuster")

Instructions which refer to Stop signs (Left at Stop) are done only at Stop signs at which you are required to stop by law. Other signs can appear almost anywhere (street signs, billboards, etc).

The term BTZ means to <u>Begin Transit Zone</u>. There is no average speed in a Transit Zone. You are told how long you have to get to the <u>End Transit Zone</u> (ETZ) which will appear later in the instructions. Just drive at any legal speed and you should have enough time to get there.

- 57. Left at Stop. BTZ of 12.00 minutes.
- <- Take 12 minutes to get from instruction 57 to 66
- 66. ETZ at "B.M. Vette Emporium"

Dead end roads to not exist. Private roads do not exist.

Enter an unpaved road only when specifically told to do so by an instruction using the term 'unpaved'. {Right onto unpaved}

Each instruction is executed no more than 3.00 miles after the completion of the previous instruction. This means that if you go more than 3 miles without executing an instruction, you are likely to be off course. The easiest way to keep track is to write down the <u>time</u> when you execute each instruction. If you drive more than 6 minutes at CAS 30 (or 9 minutes at CAS 20) you have passed the 3-mile limit.

If you suspect you might be off-course, go back to the last intersection where you know you were correct and continue the rally.

When you see a $\sqrt{\cdot}$ sign, you are at a checkpoint. Drive <u>past</u> the sign <u>and</u> the checkpoint crew. Then pull off the road as far to the right as is reasonable and carry your scorecard back to the crew. On your scorecard, the workers will record your arrival time at the checkpoint and assign your departure time from it.

If you find yourself irrevocably lost, consult the Pick-up Points sheet.

Last revised 8/17/89

Car	Class	Driver	Navigator	C1 ub	Car
1 2	, D	The Invisible Man Nancy Smalter	Greg Smalter	FCSCC	Acura Integra
3	D	Steve Miller	Peter Kilbourne	FCSCC	Honda Civic
4 5	D D	Robert Kratochvil Robert Zenhigh	Virginia Kratochvil Janet Stevens	SCCA	Honda Civic Honda CRX SI
6 7	D D	Tim Confessore Brian Twomey	Michele Confessore Teresia Twomey	SCCA	Honda CRX SI
8	D D	Judy McCahill Tammy Washburn	Kevin Coyle Steve Washburn	G-Spot G-Spot	Chevrolet Nissan
10	D	Cynthia Student	Tom Gruner Rich Sileo	G-Spot	Nissan Sentra Honda Civic
11	D D	Ray Kowalec Jeff Kowalec	Jackie Keenan	BMW CCA	Honda Prelude BMW
13 14	D D	Gene Ritacco James Nam	Jackie Ritacco Stephan Rigapolous	BHW CCA	DIW
15	В	Sheila Morin	Bob Morin	BMW CCA BMW CCA	Honda BMW
16 17	D D	Ian Prout Chip Sabia	William Prout Nancy Sabia	DIM CCA	Honda
18 19	D C	Edgardo Diaz Carl Perigyi	Ivan Mirralla Joanne Perigyi		Mitzubishi Mercury Lynx

Mile	ΔMile		Instruction
0.00		1.	Begin Rally in commuter parking lot, West side of Route 8, Exit 44 Torrington CT. (On the other side of Route 8 from the Burger King) Begin at Stop sign at North end of lot. Leave this point at 12:30 PM plus your car number in minutes. Do not leave early. Begin odometer check. BTZ of 22.00 minutes. Left
0.04		2.	Left at Stop
0.16		3.	Left at second SI onto (Route) 8 North
0.65		4.	"Kennedy Drive"
2.3		5.	"Conn. 8"
3.66		6.	"Northwestern"
4.32		7.	"Exit 46"
5.43		8.	Leave (Route) 8 at Exit 46 (Pinewoods Rd). ("25 MPH")
5.59		9.	Left at Stop
5.92		10.	Left at Stop
6.28		11.	"Nutmeg" (sign on left - See you on October 7 for The Nutmeg Rally in Danbury)
6.93		12.	Right at "Burr Mt. Rd."
7.63		13.	(Keep left at) "Fire", then immediate Left (becomes unpaved)
7.69/0.	00	14.	"Odo" (Sign on left before parking lot). End odometer check. ETZ. Reverse direction in parking lot and zero odometer at the same "Odo" sign. Leave this point at 12:52 plus your car number in minutes. CAS 25 (caution for opposite direction rally traffic)
		15.	Left (onto paved)
		16.	SAP at Stop onto unpaved. CAS 23 (mileage at surface change)
		17.	Left (onto paved). CAS 28
		18.	SAP (right) at Stop
		19.	"Speed Limit 25". CAS 25
		20.	SAP at Stop (Marshall Lake Rd). Pause 15
		21.	Left at Stop
		22.	Right (downhill) at "Brass Mill Dam". CAS 28
		23.	Pause 50 at (one lane) bridge with dam on right. BFZ

Mile AMile Instruction

- 24. Left at T
- 25. Right onto Hodges Hill Rd
- 26. Left at T. CAS 32
- 27. Left at Stop. Pause 30.
- 28. Right at "Ducci" (Lovers Lane). CAS 25. EFZ
- 29. Right at T. CAS 30
- 30. SAP (left) at "Klug Hill". CAS 28. Then, Left at Stop
- 31. Right keeping island on left
- 32. Left at "Rossi Rd". CAS 25
- 33. SAP (left) at "Town Farm", becomes unpaved
- 34. Road becomes paved. CAS 24 (caution for local traffic)
- 0.20 35. Keep Left
 - 36. Left at Stop. Pause 40. CAS 40. BFZ
 - 37. Right at "Peck Rd". CAS 30. EFZ
 - 38. Left at Stop. CAS 28
- 1.18 39. CAS 32
 - 40. SAP at Stop. Pause 40
 - 41. Left
- 0.45 42. Left at Y. CAS 25
 - 43. Left (on Johnson)
 - 44. Right at Stop. CAS 35
 - 45. SAP at Stop. Pause 40
 - 46. Right at "Wild Cat Hill Rd"
 - 47. Left at Y ("Wildcat Hill Rd"). CAS 28
 - 48. Left at "Hayden" onto unpaved. CAS 22
 - 49. Left at Stop (paved). CAS 41

Mile AMile Instruction

- 50. Right at crossroad (Delay Rd). CAS 25
- 51. Left at T (Stop). CAS 28
- 52. Right at T. Pause 30. CAS 35
- 53. "Hartford 24"
- 0.33 54. Left after "+" (onto North Rd). Comes up unexpectedly
 - 55. Left at Stop onto Leadmine Brook. CAS 28
 - 56. Right at Stop. CAS 45
- 0.31 57. Right after "Tony's" (Dutton Hill Rd). CAS 30
 - 58. (Sharp) Right (at Whitbeck)
 - 59. Left at T (Stop). CAS 25
 - 60. Right at Stop. CAS 40
 - 61. Left at second SI (Maplehollow Rd). CAS 26
 - 62. (SAP at) Stop onto unpaved. CAS 23
 - 63. Left at crossroad staying on unpaved. CAS 16
 - 64. Road becomes paved. CAS 32 (avoid unpaved ahead, in 0.08 miles)
 - 65. Left at Stop
 - 66. Left on Burwell. CAS 25
- 0.41 67. SAP (right)
 - 68. Left at Stop
 - 69. "Cattle XING". CAS 28
 - 70. Right at Stop. CAS 25
 - 71. Left at "Richards Rd"
 - 72. SAP onto unpaved, keeping island on left. CAS 23
 - 73. Road becomes paved. CAS 30
 - 74. Left at Stop. Pause 20. CAS 36
 - 75. Left onto E Pearl Rd. CAS 30

Mile ΔMile Instruction

- 76. Left at Stop. CAS 25
- 77. Left at Stop. Pause 30 over next 0.25 miles
- 78. (Sharp) Right at "Winchester Rd"
- 79. Right at Stop, keeping island on left
- 80. Left at SI (Stop). Pause 30. CAS 40. BFZ
- 81. Left at SI. Pause 100. CAS 22. Immediate Right (avoiding driveways). Becomes unpaved. EFZ
- 82. Right at T (paved). CAS 30
- 83. Left at Stop. CAS 30. Pause 30. Then immediate Right
- 1.34 84. SAP (right). CAS 25 after 1.00 miles
 - 85. "Harwinton". CAS 29 after 0.70 miles
 - 86. Right at T (Stop). CAS 39 (airport ahead is Johnnycake International)
 - 87. Left onto (route) 72 (comes up unexpectedly), then SAP at Stop
 - 88. Right after " onto unpaved (comes up unexpectedly). CAS 20
 - 89. Right at T (paved). CAS 25
 - 90. SAP at Stop. CAS 30
 - 91. Left at "Plymouth"
 - 92. Right at Shingle Mill onto unpaved. CAS 22
- 0.19 93. One lane bridge, Use caution
 - 94. Right at T (paved). CAS 35
 - 95. Right at Bull Rd. CAS 30
 - 96. Left at Stop
 - 97. SAP at Stop (use caution). Pause 100
 - 98. Left
 - 99. SAP at Stop (down hill)
 - 100. End Do-It-Yourself leg at "DIY". Write the time you arrived at this point in the 'Finish' box for leg 9 on your scorecard. Follow the remaining instructions to the finish!
- 63.27 101. Left onto Ridgewood Drive
- 63.43 102. SAP at Stop, ignoring the "Dead End" sign. Finish is at house "65" on right.

 Park on either side of the street, come in, and join the party!

		-	
Ton	nf	Farm	٠

Leg Summary

Leg	From	<u>To</u>	Δ Mileage	Leg Time	
1	0.00	6.88	14.57	38.48	
2	6.88	11.90	5.02	11.71	
3	11.90	19.51	7.61	15.80	
4	19.51	26.28	6.77	13.18	
5	26.28	34.11	7.83	15.67	
6	34.11	42.16	8.05	19.30	
7	42.16	56.74	14.58	32.20	
2 3 4 5 6 7 8	56.74	57.14	0.40	0.75	
9 (DIY)	57.14	63.01	5.87	13.06	
			70.70	160.15	

Unpaved mileage: 2.80 Last Rev: 08/21/89

Brass Mill Dam

Leg #1

NRI	From	To	Δ Mileage	CAS	TZ	Pause	$\Delta Time$	Cum Time
1 → 14	0.00	7.69	7.69		22.00		22.0000	22.0000
$14 \rightarrow 16$	0.00	1.79	1.79	25			4.2960	26.2960
$16 \rightarrow 17$	1.79	2.27	0.48	23			1.2522	27.5482
$17 \rightarrow 19$	2.27	2.74	0.47	28			1.0071	28.5553
20	5.	17				0.15	0.1500	28.7053
$19 \rightarrow 22$	2.74	6.24	3.50	25			8.4000	37.1053
22 → √•	6.24	6.88	0.64	28			1.3714	38.4767

38.48 Official Leg Time

6.88 Official Mileage

Next NRI 23

CAS 28

Official Information: (none)

Last Rev: 08/21/89









Surprise!!

Leg #8

NRI	From	To	ΔMileage	CAS	\underline{TZ}	Pause	$\Delta Time$	Cum Time
√• → √•	56.74	57.14	0.40	32			0.7500	0.7500
0.75 O	fficial Le	g Time				Next NRI	90	
57.14 O	fficial Mi	leage				CAS	25	

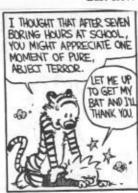
Official Information: Begin Do-It-Yourself Leg (just follow the remaining route instructions)

Last Rev: 08/21/89









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L.e	o.	# /
	5	77.40

NRI	From	<u>To</u>	<u>∆Mileage</u>	CAS	\underline{TZ}	Pause	$\Delta Time$	Cum Time
23	7.	.56				0.50	0.5000	0.5000
√• → 26	6.88	8.49	1.61	28			3.4500	3.9500
27	8.	96				0.30	0.3000	4.2500
$26 \rightarrow 28$	8.49	9.24	0.75	32			1.4062	5.6562
$28 \rightarrow 29$	9.24	10.08	0.84	25			2.0160	7.6722
$29 \rightarrow 30$	10.08	10.36	0.28	30			0.5600	8.2322
$30 \rightarrow 32$	10.36	11.20	0.84	28			1.8000	10.0322
32 → √•	11.20	11.90	0.70	25			1.6800	11.7122

11.71 Official Leg Time

11.90 Official Mileage Next NRI

CAS

Official Information: (none)







34



Richards

Leg #6

NRI	From	To	Δ Mileage	CAS	\underline{TZ}	Pause	$\Delta Time$	Cum Time
√• → 62	34.11	34.47	0.36	26			0.8308	0.8308
$62 \rightarrow 63$	34.47	35.53	1.06	23			2.7652	3.5960
$63 \rightarrow 64$	35.53	35.87	0.34	16			1.2750	4.8710
$64 \rightarrow 66$	35.87	36.78	0.91	32			1.7062	6.5772
$66 \rightarrow 69$	36.78	38.91	2.13	25			5.1120	11.6892
$69 \rightarrow 70$	38.91	39.62	0.71	28			1.5214	13.2106
70 → 72	39.62	41.22	1.60	25			3.8400	17.0506
$72 \rightarrow 73$	41.22	41.82	0.60	23			1.5652	18.6158
73 → √•	41.82	42.16	0.34	30			0.6800	19.2958

19.30 Official Leg Time

42.16 Official Mileage Next NRI

CAS

Official Information: (none)

30

74









				Wild	cat			Leg #3
NRI	From	To	Δ Mileage	CAS	TZ	Pause	Δ Time	Cum Time
√• → 34 36	11.90 12	12.28 .71	0.38	25		0.40	0.9120	0.9120
$34 \rightarrow 36$ $36 \rightarrow 37$	12.28 12.71	12.71 13.62	0.43 0.91	24 40		0.40	0.4000 1.0750	1.3120 2.3870
$\begin{array}{c} 37 \rightarrow 38 \\ 38 \rightarrow 39 \end{array}$	13.62 13.79	13.79 14.97	0.17 1.18	30 28			1.3650 0.3400	3.7520 4.0920
$ 40 39 \rightarrow 42 42 \rightarrow 44 $	14.97	.67 16.28	1.31	32		0.40	2.5286 0.4000 2.4562	6.6206 7.0206 9.4768
42 → 44 45 44 → √•		16.85	0.57	25		0.40	1.3680	10.8448 11.2448
44 → V•	16.85	19.51	2.66	35			4.5600	15.8048
15.80 Of	fficial Le	g Time						
19.51 Of	ficial Mil	leage				Next NRI	47	
						CAS	35	

Official Information: (none)



ITS UNIQUE DESIGN SENDS A BLINDING SPRAY OF SNOW ON IT'S PASSENGERS AT THE SLIGHTEST BUMP. NOTE, TOO, THE LACK OF ANY STEERING MECHANISM.







Le	a	d	m	i	n	e

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NRI	From	<u>To</u>	<u>AMileage</u>	CAS	\underline{TZ}	Pause	$\Delta Time$	Cum Time
√• → 47	19.51	19.99	0.48	35			0.8229	0.8229
$47 \rightarrow 48$	19.99	20.36	0.37	28			0.7929	1.6158
$48 \rightarrow 49$	20.36	20.89	0.53	22			1.4455	3.0613
$49 \rightarrow 50$	20.89	22.19	1.30	41			1.9024	4.9637
$50 \rightarrow 51$	22.19	22.74	0.55	25			1.3200	6.2837
52	23	.72				0.30	0.3000	6.5837
$51 \rightarrow 52$	22.74	23.72	0.98	28			2.1000	8.6837
$52 \rightarrow 55$	23.72	26.02	2.30	35			3.9429	12.6266
55 → √•	26.02	26.28	0.26	28			0.5571	13.1837

13.18 Official Leg Time

26.28 Official Mileage

Next NRI 56

CAS 30

Official Information: Note change in speed!!

Notes: Enjoy the snack









Maple Hollow

Leg #5

NRI	From	To	Δ Mileage	CAS	TZ	Pause	$\Delta Time$	Cum Time
√• → 56	26.28	27.16	0.88	30			1.7600	1.7600
56 → 57	27.16	27.47	0.31	45			0.4133	2.1733
57 → 59	27.47	30.11	2.64	30			5.2800	7.4533
$59 \rightarrow 60$	30.11	31.55	1.44	25			3.4560	10.9093
$60 \to 61$	31.55	32.97	1.42	40			2.1300	13.0393
61 → √•	32.97	34.11	1.14	26			2.6308	15.6701
15.67 O	fficial Le	g Time						
						Next NRI	62	
34.11 Of	fficial Mi	leage				CAS	26	

Official Information: Keep Left 0.12 miles after this checkpoint

Last Rev: 08/21/89



NRI	From	To	Δ Mileage	CAS	TZ	Pause	$\Delta Time$	Cum Time
74	42	.40				0.20	0.2000	0.2000
√• → 74	42.16	42.40	0.24	30			0.4800	0.6800
$74 \rightarrow 75$	42.40	43.08	0.68	36			1.1333	1.8133
$75 \rightarrow 76$	43.08	43.61	0.53	30			1.0600	2.8733
77	45	.60		1070/7-0		0.30	0.3000	3.1733
80	47	.39				0.30	0.3000	3.4733
$76 \rightarrow 80$	43.61	47.39	3.78	25		0.50	9.0720	12.5453
81		.09		20		1.00	1.0000	13.5453
80 → 81	47.39	48.09	0.70	40		1.00	1.0500	
$81 \rightarrow 82$	48.09	48.58	0.49	22			1.3364	14.5953
82 → 83	48.58	49.45	0.87	30				15.9317
83		.45	0.07	30		0.20	1.7400	17.6717
83 → 84	49.45	51.79	2.34	30		0.30	0.3000	17.9717
84 → 85	51.79	52.66	0.87				4.6800	22.6517
85 → 86				25			2.0880	24.7397
1202 - 3002121	52.66	53.43	0.77	29			1.5931	26.3328
86 → 88	53.43	56.08	2.65	39			4.0769	30.4097
88 → 89	56.08	56.42	0.34	20			1.0200	31.4297
89 → √•	56.42	56.74	0.32	25			0.7680	32.1977

32.20 Official Leg Time

56.74 Official Mileage

Next NRI 0 CAS 32

Official Information: Note the change in speed!

Last Rev: 08/21/89



I WENT TO SCHOOL, PLAYED OUTSIDE, AND DID MY HOMEWORK. I'M EXHAUSTED.







-	05				
100	n	21	h	U	n
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Leg	#9	(DIY
	44.00	1000

NRI	From	To	∆Mileage	CAS	TZ	Pause	Δ Time	C
					12	1 dusc	$\Delta 11 \text{Ime}$	Cum Time
√• → 90	57.14	57.20	0.06	25			0.1440	0.1440
$90 \rightarrow 92$	57.20	58.66	1.46	30				0.1440
$92 \to 94$	58.66	59.28	0.62				2.9200	3.0640
94 → 95	59.28		11 2333357	22			1.6909	4.7549
97	10000000000000000000000000000000000000	59.82 .14	0.54	35			0.9257	5.6806
	(1.70					1.00	1.0000	6.6806
95 → √•	59.82	63.01	3.19	30			6.3800	13.0606

13.06 Official Leg Time

63.01 Official Mileage

Official Information: (none)



Mile	<u>∆Mile</u>		Instruction
			.ul
0.00		1.	Begin Rally in commuter parking lot, West side of Route 8, Exit 44 Torrington CT. (On the other side of Route 8 from the Burger King) Begin at Stop sign at North end of lot. Leave this point at 12:30 PM plus your car number in minutes. Do not leave early. Begin odometer check. BTZ of 22.00 minutes. Left
0.04		2.	Left at Stop
0.16		3.	Left at second SI onto (Route) 8 North
0.65		4.	"Kennedy Drive"
2.3		5.	"Conn. 8"
3.66		6.	"Northwestern"
4.32		7.	"Exit 46"
5.43		8.	Leave (Route) 8 at Exit 46 (Pinewoods Rd). ("25 MPH")
5.59		9.	Left at Stop
5.92		10.	Left at Stop
6.28		11.	"Nutmeg" (sign on left - See you on October 7 for The Nutmeg Rally in Danbury)
6.93		12.	Right at "Burr Mt. Rd."
7.63		13.	(Keep left at) "Fire", then immediate Left (becomes unpaved)
7.69/0.0	00	14.	"Odo" (Sign on left before parking lot). End odometer check. ETZ. Reverse direction in parking lot and zero odometer at the same "Odo" sign. Leave this point at 12:52 plus your car number in minutes. CAS 25 (caution for opposite direction rally traffic)
[0.01]		15.	Left (onto paved)
[1.79]		16.	SAP at Stop onto unpaved. CAS 23 (mileage at surface change)
[2.27]		17.	Left (onto paved). CAS 28
[2.56]		18.	SAP (right) at #Stop#
[2.74]		19.	"Speed Limit 25". CAS 25
[5.17]		20.	SAP at #Stop# (Marshall Lake Rd). Pause 15
[5.62]		21.	Left at #Stop#
[6.24]		22.	Right (downhill) at "Brass Mill Dam". CAS 28 .ch 6.88 TP 4543 on right .tt Brass Mill Dam

Mile	<u>∆Mile</u>	Instruction
[7.56]		23. Pause 50 at (one lane) #bridge# with dam on right. BFZ
[7.76]		24. Left at #T#
[8.05]		25. Right onto #Hodges Hill Rd#
[8.49]		26. Left at <u>T</u> . CAS 32
[8.96]		27. Left at #Stop#. Pause 30.
[9.24]		28. Right at "Ducci" (Lovers Lane). CAS 25. EFZ
[10.08]		29. Right at <u>T</u> . CAS 30
[10.36]		30. SAP (left) at "Klug Hill". CAS 28. Then, Left at Stop
[11.02]		31. #Right# keeping island on left
[11.20]		32. Left at "Rossi Rd". CAS 25
[11.67]		33. SAP (left) at #"Town Farm"#, becomes unpaved .ch 11.90 sign "Posted" on right .tt Rossi Road
[12.28]		34. Road becomes paved. CAS 24 (caution for local traffic)
[12.48]	0.20	35. Keep Left
[12.71]		36. Left at Stop. Pause 40. CAS 40. BFZ
[13.62]		37. Right at "Peck Rd". CAS 30. EFZ
[13.79]		38. Left at Stop. CAS 28 [note left by protection here!]
[14.97]	1.18	39. CAS 32
[15.67]		40. SAP at #Stop#. Pause 40
[15.83]		41. Left
[16.28]	0.45	42. Left at Y. CAS 25
[16.76]		43. Left (on Johnson)
[16.85]		44. Right at Stop. CAS 35
[16.96]		45. SAP at #Stop#. Pause 40
[18.12]		 Right at "Wild Cat Hill Rd" .ch 19.51 Pole 3879 on left, straight section, next to dirt driveway on left .tt Wildcat

Mile	ΔMile	Instruction
[19.99]		47. Left at Y ("Wildcat Hill Rd"). CAS 28
[20.36]		48. Left at "Hayden" onto unpaved. CAS 22
[20.89]		49. Left at Stop (paved). CAS 41
[22.19]		50. Right at crossroad (Delay Rd). CAS 25
[22.74]		51. Left at T (Stop). CAS 28
[23.72]		52. Right at T. Pause 30. CAS 35
[24.21]		53. "Hartford 24"
[24.54]	0.33	54. Left after "+" (onto North Rd). Comes up unexpectedly
[26.02]		55. Left at Stop onto Leadmine Brook. CAS 28 .ch 26.28 Naked pole on R 100' before tiny wood railed bridge .tt Leadmine .cas 30
		.oi Note change in speed!! .no Enjoy the snack
[27.16]		56. Right at Stop. CAS 45
[27.47]	0.31	57. Right after "Tony's" (Dutton Hill Rd). CAS 30
[28.97]		58. (Sharp) Right (at Whitbeck)
[30.11]		59. Left at T (Stop). CAS 25
[31.55]		60. Right at Stop. CAS 40
[32.97]		 Left at second SI (<u>Maplehollow Rd</u>). CAS 26 .ch 34.11 Pole 344 on right after bridge .tt Maple Hollow
		.oi Keep Left 0.12 miles after this checkpoint
[34.47]		62. (SAP at) Stop onto unpaved. CAS 23
[35.53]		63. Left at crossroad staying on unpaved. CAS 16
[35.87]		64. Road becomes paved. CAS 32 (avoid unpaved ahead, in 0.08 miles)
[36.58]		65. Left at #Stop# [West Hill Rd]
[36.78]		66. Left on Burwell. CAS 25
[37.19]	0.41	67. SAP (right)
[37.75]		68. Left at Stop

Mile	<u>∆Mile</u>	Instruction	
[38.91]		"Cattle XING". CAS 28	
[39.62]		Right at Stop. CAS 25	
[40.39]		Left at #"Richards Rd"#	
[41.22]		SAP onto unpaved, keeping island on left. CAS 23	
[41.82]		Road becomes <u>paved</u> . CAS 30 .ch 42.16 pole "4433" on right .tt Richards	
[42.40]		Left at Stop. Pause 20. CAS 36	
[43.08]		. Left onto E Pearl Rd. CAS 30	
[43.61]		. Left at Stop. CAS 25	
[45.60]		. Left at #Stop#. Pause 30 over next 0.25 miles	
[46.27]		. (Sharp) Right at "Winchester Rd"	
[46.93]		. Right at #Stop#, keeping island on left	
[47.39]		. Left at SI (Stop). Pause 30. CAS 40. BFZ	
[48.09]		. Left at SI. Pause 100. CAS 22. Immediate Right (avoiding driveways). Beco	mes unpaved. EFZ
[48.58]		. Right at T (paved). CAS 30	
[49.45]		. Left at Stop. CAS 30. Pause 30. Then immediate Right	
[50.79]	1.34	. SAP (right). CAS 25 after 1.00 miles	
[51.96]		. "Harwinton". CAS 29 after 0.70 miles	
[53.43]		. Right at T (Stop). CAS 39 (airport ahead is Johnnycake International)	
[54.19]		. Left onto (route) #72# (comes up unexpectedly), then SAP at Stop	
[56.08]		. Right after " onto unpaved (comes up unexpectedly). CAS 20	
[56.42]		Right at T (paved). CAS 25 .ch 56.74 Pole E36 on Left by pond .cas 32 .tt On The Pond .oi Note the change in speed! .ch 57.14 pole E23 on left .tt Surprise!! .oi Begin Do-It-Yourself Leg (just follow the remaining route instructions)	

Mile	Δ Mile	Instruction
[57.20]		90. SAP at Stop. CAS 30
[58.06]		91. Left at #"Plymouth"#
[58.66]		92. Right at Shingle Mill onto unpaved. CAS 22
[58.85]	0.19	93. One lane bridge. Use caution
[59.28]		94. Right at T (paved). CAS 35
[59.82]		95. Right at Bull Rd. CAS 30
[60.43]		96. Left at #Stop#
[61.14]		97. SAP at #Stop# (use caution). Pause 100
[62.40]		98. Left
[62.75]		99. SAP at #Stop# (down hill) .diy 63.01 Naked pole on R 100' before tiny wood railed bridge, same as earlier checkpoint! .tt Finish Up
[63.01]		100. End Do-It-Yourself leg at "DIY". Write the time you arrived at this point in the 'Finish' box for leg 9 on your scorecard. Follow the remaining instructions to the finish!
63.27		101. Left onto Ridgewood Drive
63.43		102. SAP at Stop, ignoring the "Dead End" sign. Finish is at house "65" on right. Park on either side of the street, come in, and join the party!

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

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

Partial Map of Harwinton - detailing area of the finish

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 46:

Locate the junction of Route 8 and Route 118. This occurs at "Exit 42" of Route 8. Proceed on Route 118 towards Harwinton approximately 1 mile and seek to execute NRI 46.

Prior to NRI 76:

Locate the junction of Route 202 and Route 183 "Torringford St". Proceed on ROute 183 North towards Winsted. Turn right on "E Pearl Rd" and seek to execute NRI 76.

Prior to NRI 88:

Locate the junction of Route 4 and Route 72. Proceed on Route 72 approximately 1.5 miles and seek to execute NRI 88.

If all else fails - use the partial map of Harwinton to locate the finish of the Rally!

Last revised 8/21/89

Ton of Fun

P1	ace	Car #	Driver	Navigator	1	2	3	4	5	6	7_	8_	9	<u>Total</u>	
1	1A	22	Robert Schlain	Ann Schlain	3	4	8	7	2	8	3	3	1	39	
2	2A	-4	Maryanne Rhodes	Andy English	4	1	12	27	0	3	5	64	2	118	
3	1B	23	Herb Suessenbach	Pego Mack	0	30	244	7	2	18	10	5	8	324	
4	1C	-3	Mark Ziburis	Linda Groman	300	26	36	2	9	2	30	3	32	440	
5	1D	17	Edgardo Diaz	Ivan Miralla	1	173	35	107	5	52	49	2	19	443	
6	2D	3	Steve Miller	Peter Kilbourne	300	14	42	2	35	11	13	10	61	488	
7	2C	2	Greg Smalter	Alan Szabo	83	111	300	19	20	40	49	7	21	650	
8	3D	6	Tim Confessore	Michele Confessore	300	30	135	13	22	41	9	6	100	656	
9	4D	13	Gene Ritacco	Jackie Ritacco	300	12	0	100	142	89	27	18	44	732	
10	2B	26	Steve Novatne	Steve Berczik	43	56	237	22	26	230	60	6	92	772	
11	5D	19	Geoff Young	Oliver Young	51	300	134	236	83	30	31	8	2	875	
12	6D	18	Carl Perigyi	Jo-Ann Perigyi	72	25	94	300	37	240	122	3	134	1027	
13	7D	11	Ray Kowalec	Rich Sileo	300	300	300	97	12	13	89	36	36	1183	
14	8D	10	Cynthia Student	Tom Gruner	300	185	300	55	72	161	106	12	41	1232	
15	9D	9	Tammy Washburn	Steve Washburn	197	112	300	140	50	215	166	1	105	1286	
16	10D	5	Robert Zenhigh	Janet Stevens	61	194	168	63	21	297	300	87	226	1417	
17	11D	21	Al Schofield	Ken Cundari	300	300	300	15	28	205	16	97	229	1490	
18	12D	12	Jackie Keenen	Jeff Kowalec	300	300	300	143	99	246	112	4	12	1516	
19	13D	25	Jerry Silverman	Neil Silverman	300	124	300	96	136	300	147	65	156	1624	
20	14D	16	Chip Sabia	Nancy Sabia	269	186	163	149	152	276	300	30	109	1634	
21	15D	7	Brian Twomey	Theresia Twomey	300	300	300	180	94	220	158	2	94	1648	
22	16D	8	Judy McCahill	Kevin Coyle	300	300	300	300	32	300	43	65	106	1746	
23	17D	15	Ian Prout	Bill Prout	300	286	300	300	245	80	191	53	44	1799	
24	18D	24	Alan Sosnowitz	Barbara Bateman	185	300	300	300	91	167	175	36	294	1848	
25	19D	20	Michael Young	Charles Young	300	300	300	284	194	300	300	46	97	2121	
26	20D	4	Bob Kratochvil	Va Kratochvil	300	300	300	300	300	300	300	300	300	2700	
27	20D	14	James Nam	Stephan Rigopoulos	300	300	300	300	300	300	300	300	300	2700	