



# New Jersey Monte RoadRally

Presented by

**Northern New Jersey Region - Sports Car Club of America**

**October 10, 2021**

58<sup>th</sup> Anniversary of the 1963 Rally. In honor of David Panas

## I. Overview and Philosophy

- A. The New Jersey Monte is a Northern New Jersey Region SCCA Time-Speed-Distance (TSD) National Course Rally. The Rally will be conducted in full compliance with the **Abridged RoadRally Rules** ([RoadRally Rules & Documents - Sports Car Club of America \(scca.com\)](https://www.scca.com)) as supplemented by these General Instructions (GIs).
- B. This is a 'MAP' rally, Contestants must highlight the correct rally route from the 'master map' onto their copy of the 'Esso/Exxon' (Travel Vision) map. The scale of the map is 5.2 miles to the inch. The Official Mileage / Key Times will be included for all Route Instructions and Timing Controls. A Mileage Reference / Key Time will be provided for each 'town' that the route passes through, in order to provide the contestants with a references / confirmation on their progress along the route. On-Course / Off-Course Controls will be utilized to test your map following ability.
- C. Your goal is to follow the rally route using the route highlighted on the map and arrive at each Timing Control (Checkpoint) at precisely the correct time while locating all of the on-course Route Controls and avoiding any Off-Course Route Controls.
- D. Your ability to stay on-course will be dependent on your ability to follow the route on the map. This is not a 'zero hero' event. Remember the winners of this event will be the teams that can remain on-course and minimize their penalty at Timing Controls. In the past it was known for the winners of the event, to shortcut the route as needed in order to arrive at the next Restart / Map Reference Point 'on-time' to start the next section to minimize their overall penalties.
- E. Questions about these GIs regarding New Jersey Monte may be addressed to the Rallymaster, Peter Schneider, at [pischneidernj@gmail.com](mailto:pischneidernj@gmail.com). To learn about our sport, Contestants may call 908-876-4597 between the hours of 8am to 8pm EDST. Questions about these General Instructions must be worded so that they can be answered by a "YES", "NO", or "DOES NOT OCCUR."

## II. Speeds and Measurement

- A. Mileages were measured with a 1992 Galant VR4 AWD AWS with Nokian tires inflated to 35 psi cold, using an Alfa Elite unit activated by a sensor on the center drive shaft and calibrated to approximately statute miles. The temperature range was 80 to 85 degrees and the roads were dry. Mileage was measured to the .001 mile, and calculations were based on those mileages.
- B. Since all Route Instructions will have accompanying Official Mileage, Leg Call Back mileage will not be provided. (RRR Exception)
- C. Your ability to correctly follow the official route on the map may cause variations in your mileage vs the official mileage listed on the Route Instructions. This may result in your mileage at Mileage References, Timing Controls and Map Reference Points to vary. All Timing Controls will have Official Mileage / Key Times, and the sign noting the Timing Control location. Please plan accordingly and do not be surprised if your mileage does not line-up with the official mileage at a Mileage Reference Instruction, based on your ability to stay on course by following the route on the Map. Each Timing Control will be preceded by an official Mileage Reference Instruction. Protests/Claims based on 'Double Jeopardy' due to route following errors will not be considered.
- D. The contestants must comply with all legally posted speed limits. The calculated arrival time for each **Timing Control is based on the posted speed limit signs, plus a Pause of 1.00 minute for each**

**Traffic Light encountered on the route.** The Derived Speed (suggested CAST) listed in the Route Instructions includes all pauses for each Traffic Light encountered along the Official Route and additional time to account for local traffic conditions. The event is not a race. The penalty is exactly the same for being too early as it is for being late at a Timing Control.

### III. Roads

- A. Consider any road marked as Private, Dead End, or No Outlet to be non-existent. A sign reading “No Thru Trucks” or “Road Closed” does NOT make that road non-existent. Private driveways, parking lot entrances and exits, and roads that visibly end are considered non-existent except for the parking lots of the start, the finish, and the breaks.
- B. Both Paved and Unpaved Roads will be used on the rally.

### IV. Route Following Rules. (Exception to the RRRs)

- A. As you travel the rally route, apply the rules below in the order listed.
  - 1. **Obey an emergency rally sign.** These will be blue stock paper that will be posted in a prominent location. They will have the notation “NJM” (New Jersey Monte) and important information. If you encounter an emergency sign saying “Off course”, turn around, go back and figure out where you left the rally route. Emergency signs can also be used to compensate for a missing sign or an unexpected road closure.
  - 2. **Execute a route instruction**, even if it takes you in the same direction as rule 3 below.
  - 3. **Follow the Highlighted Route on the Map.**

### V. Route Instruction (RRR Exception)

- A. **The Map:** Contestants will be given a N.J. 'Esso/Exxon' (Travel Vision) road map to use for this rally. At times the road names on the map may not agree with the road names on the rally route. No other roads except those shown on the 'master map' will be used, any road not shown on the map does not exist for the purposes of this event and is to be considered 'off-course'. In the event of a road being closed contestants will be notified of a new route and the roads on such new route shall be considered to exist, even if not shown on the 'Map'. Road surfaces may vary and may include unpaved portions.

The principle of 'Map' rallying is quite simple. Start at a known point on the map, use the scale to measure distances along the map and use your car's odometer to measure on the road. If the scale is large, the road straight and nothing obscures the details of the route, you will have few problems.

With a smaller scale estimating distances is more difficult. Your odometer's miles may not be the same as the map's miles. Road have bends and curves. Details on the map may be obscured by printing or symbols. Not all roads at intersections are shown. The road may have been changed (straightened) since the map was made, leaving the original road intact as a minor side road. To deal with these situations and to remain on the correct rally/map route you must be as accurate as possible. Find as many reference points as you can.

For example: if you start at the intersection of two numbered routes you know where you are on the map, Measuring from here to a sharp bend or other identifiable feature gives a second reference point. Measure to a third point (an intersection, river, etc.). Mark each reference point on the map and write down your mileage. Miles and tenths will do. Measure with a copy of the scale from that reference point. Compare the road that you see with the map and check your odometer and map mileages. If the scale you are using is flexible (e.g cardboard) you could bend it to match curves on the map.

To avoid mixing LEFT and RIGHT it's a good idea to turn the map so that you are going up the page. Look for sharp bends, they may indicate an intersection even though one is not shown on the map. Use a magnifying glass to get more details especially where roads may bend entering towns. Communicate with your team member. As the navigator looks at the map tell the driver what the road is going to do in the next 1/2 mile or so. Does it curve left or right? Do you cross any rivers? Do you

make any sharp turns? Are there any towns (signs) in the direction that you are traveling? As a driver you should feedback the same kind of information and look out for any side roads that might appear on the map as a sharp bend in the way the road is drawn on the map.

In addition to the normal rally equipment allowed in your Class, you should have a copy of the scale, a magnifying glass, pencils and highlighter. The copy of the scale (5.2 miles to the inch) can be marked on a card or piece of clear plastic. If possible mark .20 or .50 mile divisions on it. You could use dividers, they don't block out the route. Just use caution while using dividers. One of the most useful items for map rallies is a lighted magnifying glass, it will serve two functions at once. Make sure you have spare batteries and bulbs. Use pencils for writing on the map, it doesn't smear and can be erased. Mechanical pencils, with .5mm lead, don't run out of sharp points. Highlighters are good for transferring or tracing the route and a small bottle of bleach can be dabbed on the map to erase any highlighting errors.

Additional tips: It is a good idea to read the route instructions for each section in advance of running those sections to 'look for hints' as to which roads to use. Often mileage reference instructions will include a reference to a "town" (often really just an intersection) which can be located on the map. For example if you are heading towards Zion, maybe turning on a road named Zion Rd is the correct way to go.

## VI. CONTROLS

- A. All **Timing Controls** and **Map Reference Points** (Restarts) and **Clock Check Control(s)** will be identified on the Route Instructions with the approximate location on the Master Map. **Route Controls** will NOT be identified on the Master Map or the Route Instructions.

Four types of Controls will be used on this event:

1. **Restart Controls** (Map Reference Point) – See New Jersey National Weekend General Instructions. **If you have been on a TA prior to the restart point, and intend to keep running with that TA in the next Section, you must reenter it in the Richta app at the restart point. Otherwise the app will assume you are back 'on-time'.**

**Clarification:** MAP REFERENCE POINTS/Restart Controls and Clock Check Control(s) are not scoring opportunities.

2. **Clock Check Control** will be in the Odometer Check. This Control will permit contestants who are calculating their travel times to check the rally time with their clocks.
3. **Timing Controls** - See New Jersey National Weekend General Instructions. Each Timing Control will be a Monte Carlo Control. You will be given the Official Mileage / Key Time to each Timing Control. All you have to do is locate the Timing Control and arrive 'on-time'. An automatic Free Zone will be in effect from the timing-line of the Timing Control to the timing-line of the next Timing Control, lettered Map Reference Point or Break/Lunch location on the rally. Do not stop at or within 0.20 miles of the timing-line (on either side) of the Timing Control. Do not block local traffic or other contestants while waiting for your arrival time at a Timing Control. It is strongly advised to cross the Checkpoint line at a speed 5% below the speed limit for that road. Do not stop, creep, or back up within 300 feet of any control. If you do, you run the risk of being mistimed. Checkpoints will NOT be identified by a traditional Checkpoint sign.

You can treat the Timing Controls just like any closed TSD rally control, that is, you'll try to pass the referenced sign at precisely the correct time. Moments after you pass the Control, your device will sound a tone and display your arrival time, your leg score, and whether you were early or late. You should continue rallying until you reach the next Mileage Reference/Map Reference Point as identified in the Route Instructions. The rally begins with just one Timing Control and then a Map Reference Point. Later in the rally there will be multiple Timing Controls between Map Reference Points. In these cases, if you are late at a control you'll want to either catch up or take a time

allowance before the next control. Timing at all controls is from the prior restart point to that control.

**Clarification:** For this event, the official time at a Timing Control is based on the calculated time from the prior Map Reference Point/Restart.

4. **Route Controls** - These will be used to note your ability to follow the correct rally route. Failure to pass an On-Course Route Control or passing an Off-Course Route Control, will result in a penalty as noted below. The Richta App will be utilized to note your passage of a Route Control. Route Controls will not be identified on the OFFICIAL MAP and will not be listed on the Route Instructions. There are no PAUSES added into the official leg time at a Route Control. **Within the Richta App Route Controls will be numbered 101-110 and may not be numbered sequentially.** Route Controls will be numbered in such a way that you will not be able to identify if you missed one prior to the next Timing Control or Map Reference Point/Restart. If you believe that you might have missed a Route Control, you will have to decide if you want to take a Time Allowance and double back to try to locate the missing Route Control or proceed on with the event with the understanding that you might have missed a Route Control. Remember you do not have an unlimited Time Allowances 'bank of minutes' and you must allow for enough time to locate the (on-course) Route Control and return to the point you departed before your 'bank of minutes' expires. If needed you can always short cut the route to the next Map Reference Point/Restart to get back 'on-time' but you risk missing other Route Controls and Timing Controls, but you will be 'on-time' for the next section of the event.

## VII. Additional New Jersey Monte Glossary

FREE ZONE	A specified part of the timed rally route in which there are no Timing Controls. No penalties will be assessed for stopping within the confines of a Free Zone. All Interstate, State and 500 series County Highways (500 – 599) will be free of Timing Controls and should be considered FREE ZONES. Any portion of a road with a legal speed limit of less than 20 mph and greater than 45 mph are FREE ZONES.
MAP REFERENCE POINT	Section Restart Location, with associated GPS coordinates. The Richta app will bring you with the exact time. You will not be scored at Map Reference Points/Restart Controls. All Map Reference Points are identified in the Route Instructions. If you are running 'on-time', you should have a couple of minutes to stop and relax at each restart point. If there is a discrepancy in the start time, the one provided by the Richta app the Richta App has priority. <b>If you have been on a TA prior to the restart point, and intend to keep running with that TA in the next Section, you <u>must reenter it in the Richta app at the restart point. Otherwise the app will assume you are back 'on-time.'</u></b>
KEY TIME	The perfect departure time for Car #0 from the specified reference. Always consider the Key Time to be correct. If your calculations differ from the Key Time, you should adjust to the Key Time. The Key Time will be the calculated travel time to the tenth of a second; in some cases it will include a Pause for a Rest Break, Traffic Lights or to give you a little extra time at a Map Reference Point. Start and restarts will also have Key Times, but will be given to the whole minute. Experienced teams will use the Key Times to check their calculations, contestants who are not calculating can check their progress and adjust their speed accordingly.

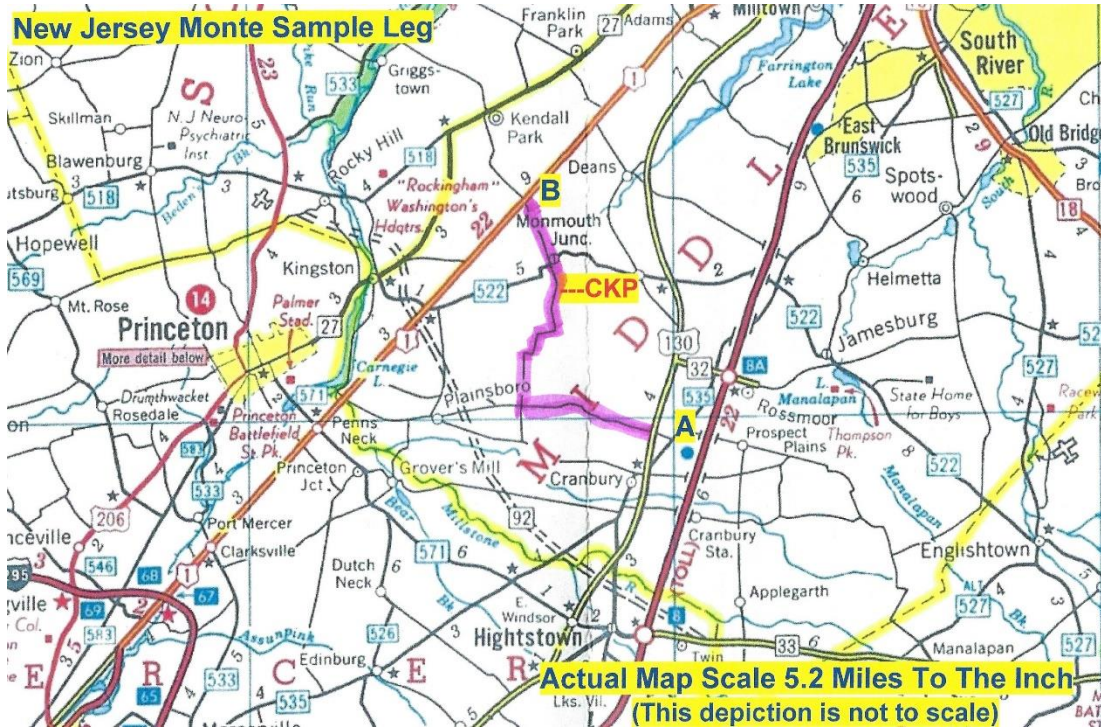
DERIVED SPEED	The approximate Speed (CAST) is the calculated speed which you need to average in order to travel from the prior Map Reference Point to the Timing Control associated with the specific leg of the event. There are times when the Derived Speed may exceed the current speed limit on a specific road, but you should be able to 'make-up' the lost time prior to the Timing Control, <b>if not please utilize a TA, to avoid the need to exceed the local speed limits.</b>
SOL	Seen on Left
CR / SR ROUTE	County Route / State Route/Highway. All State Highways will be free of any 'map traps'.

## VIII. Complete List of Exceptions to the RRRs.

- A. Less than 180 Miles (Article 4 and Appendix A)
- B. Issue Route Instructions one hour prior to departure. (Article 9 F).
- C. Timing and Course Controls may be in No Passing Zones. (Article 16 C)
- D. Route Following: Delete Article 22. It is replaced by the Route Following Priorities of the GIs. Note that this also removes the requirement in Article 22 D to use Off-Course Stoppers/Leg Call Back mileage.
- E. Conventions: Delete Article 23. It is replaced by the GIs
- F. Glossary: Delete Article 27. It is replaced by the Glossary contained in these GIs
- G. Use of Passage Controls

# 2021 New Jersey Monte Sample Leg

## With Map Reference Points & Timing Control



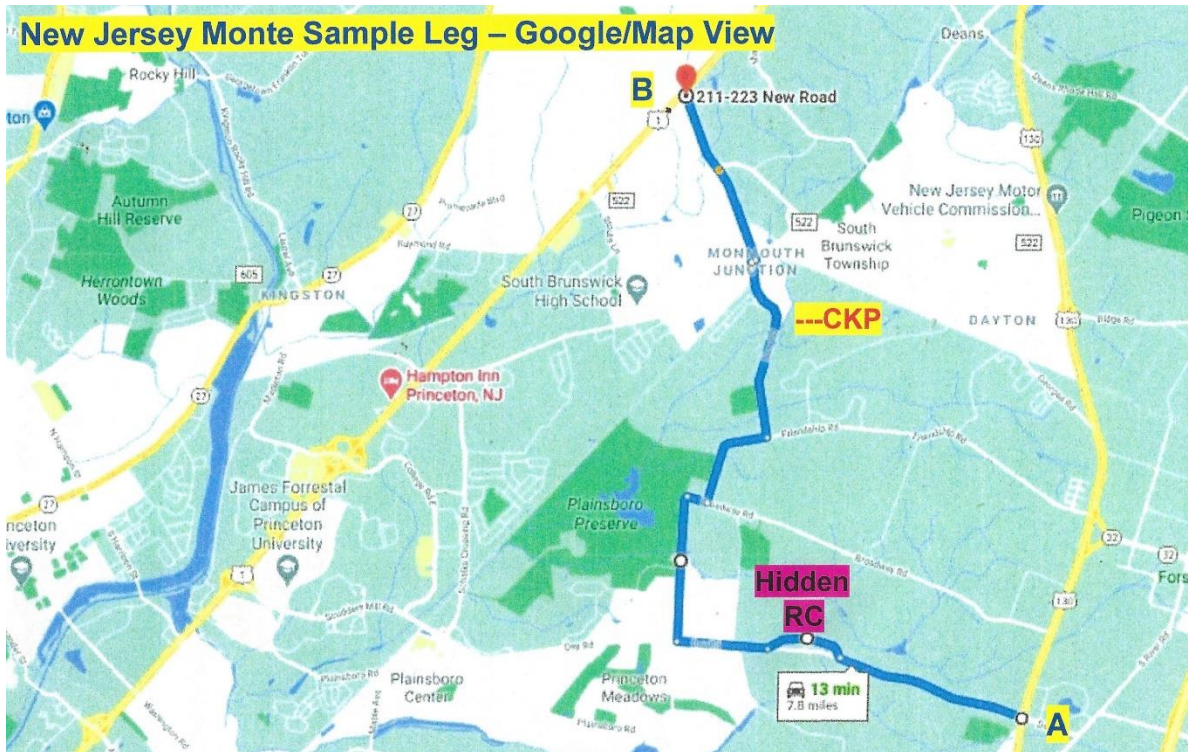
## Sample Route Instruction

Inst #	Mileage	Delta Mileage	Derived Speed	Key Time	Route Instruction	Your Time
12	00.000	00.000	35.50	1:30:00PM	Restart - Map Reference Point A – Route 130 and Route 614 – Proceed west on Route 614 <b>(40.32866 / -74.50660)</b>	
13	5.553	5.553	33.00	1:39:31.4PM	Mileage Reference at “SPEED LIMIT 35”	
14	5.815	0.262	33.00	1:40:00.0 PM	Timing Control at “Hidden Driveway”	
15	7.953	2.138	27.00	1:47:00PM	Restart - Map Reference Point B– Intersection of Route 1 and New Rd – Left on Route 1 South <b>(40.39743 / - 74.55728)</b>	



# 2021 New Jersey Monte Sample Leg Google/Maps View

With Map Reference Points, Timing Control  
& 'Hidden' Route Control Location



## Route Explanation

If you looked closely at the route on the 'Esso/Exxon' Map, you should have noticed the 'bump' on the route about half way between Map Reference Point A and the 90 degree right turn on an unnamed road (Scott Corner Road). The 'bump' is Orchardside Drive which is shown on the 'Esso/Exxon' Map. The 'new' section of Route 614 is not shown on the 'Esso/Exxon' Map. A Route Control was hidden/located on Orchardside Drive to record your on-course passage. Missing the Route Control would have cost you 30 penalty points

To get to the Timing Control correctly you needed use the scale of the map to note where the bends/curves in the route are located and looked for corresponding opportunities to turn to remain on the highlighted route. Since the Route Instructions provided you with the Key Time at a Mileage Reference just prior to the Timing Control and at the Timing Control, 'double jeopardy' would not apply due to the difference in the route mileage which might have occurred if you missed the Route Control