

# Driver & Navigator

The official newsletter of the Touring Club of New England

Volume XLIX, number 4 – April, 2002



## Snow and Black Ice

by Nicholas Sheckman

Ever since I started working on rallies, Paul Gosselin has been telling me about the kinds of rallies he likes to run. Although neither of us likes getting novices lost, we both like a challenge.

So Paul plots tricky timekeeping rallies. He puts in lots of speed changes, sometimes more than one per instruction. He puts controls where you least expect them (like .05 miles before a DIY control) and puts in the occasional checkpoint speed change to throw people off. He keeps the transit zones down whenever possible, preferring free zones if there's likely to be traffic. He never provides a hard mileage outside of a transit zone, and tries to keep the delta mileages down to what's needed for route following. He looks for snowy, icy roads to run his rallies on. And this year, he tried something new: an after-dark finish.

The late finish let Paul run more miles than usual without making everyone get up too early in the morning. Combined with eighteen controls and a very small number of transit and free zones, this meant that this year's Snow and Ice was more intense than some National rallies I've been on.

In a first for me, I was the official observer for the rally. This is a new thing now that I have a reliable thousandths-reading odometer in my car. It's amazing what a difference an accurate odo makes to the class B experience. The new odometer didn't really improve our scores all that much, though.

**continued on page 3**

## Novice Rally Navigation

by Team Övningskörning

In a past issue ([tcne.net/newsletter/dn-01-5.pdf](http://tcne.net/newsletter/dn-01-5.pdf)), I printed some tips for novices for things to do at and before a rally to make your rally experience more pleasant. None of these were about rally navigation or driving techniques; there are plenty of places to find information on navigational systems (including one at [tcne.net/home/four.html](http://tcne.net/home/four.html) for use with a four-function calculator). But most of these systems focus on class B style navigation. Class A involves expensive equipment, but there's more to rally than class B. And since unlimited odometers and calculators are allowed in class B, that class can get expensive too.

Class C, however, disallows the use of any kind of odometer at all. Advanced class C teams do lots of complex calculations, and any kind of calculator is still allowed, but the advantage of custom calculators is small. Likewise, calibrating your speedometer makes a small difference, but it's not really necessary. Just following the basic techniques will get you a pretty good score, and the differences from the advanced techniques won't matter in novice class. Once you get the hang of these techniques (using your odo for course following) you can move up into class C instead of B, and use the more refined techniques there.

On the even-numbered pages of this newsletter, then, I present for your enjoyment a series of quick-reference sheets for easy class C navigation, with one page describing what to do in each of the situations you'll find yourself in during the rally.

### Upcoming Events:

- April 13: HOKUS  
Vernon, CT (SCCA)
- April 27: First Day Out  
Westboro, MA (TCNE/Mass Miata)
- May 11: Rights of Spring  
Londonderry, NH (TCNE/SCCA)
- June 8: Essex Ramble II  
Danvers, MA (TCNE/SCCA)
- July 13: Rally Against Leukemia  
Loudon, NH (SCCA)
- August 4: Cruising with St Joe's  
Meriden, CT (FCSCC/SCCA)
- August 17: Hurdle 2002  
Cromwell, CT (FCSCC/SCCA)

# What to do when you get to a control

**step 1:** Drive past the checkpoint in a controlled manner. If you are still trying to make up time from being late, this is your last chance -- but don't go so fast that you might hit someone walking around the checkpoint area. Pull to the right after the checkpoint.

**step 2:** Add up all the time allowance you have taken since the last control. Write down the result in the Time Allowance section of your scorecard and take it back to the control car. Usually the driver takes the card back, so the navigator can do the rest of the steps in these instructions.

**step 3:** Erase the perfect time for the next instruction, if you calculated one.

**step 4:** Wait for the driver to get back with the checkpoint slip. Now would be a good time to have a drink of water or a little snack.

**step 5:** Make sure the driver got an out time when they come back with the scorecard.

**step 6:** Check the checkpoint slip to see if there is an outmarker. This is a location to resume running the rally. If there is, drive to it and pull over a little past the marker to wait for your out time.

**step 7:** Check the checkpoint slip to see what the next instruction is. Draw a line across the instructions before the next instruction.

**step 8:** Check the checkpoint slip to see what the official speed is. If the speed isn't what you expect, write down and hilite the new speed.

**step 9:** If you have a mileage for the next instruction, check the official mileage from the checkpoint slip. You want the outmarker mileage if there is one, and the checkpoint line mileage otherwise. Subtract this mileage from the mileage for the next instruction to get the distance to the next instruction. Multiply by **6000** and divide by the speed given on the checkpoint slip. Add any pause specified in the next instruction. This will give you a leg time in hundredths of a minute. Add it to the out time from your scorecard to get a new perfect time for the next instruction.

**step 10:** Leave the checkpoint or outmarker at your assigned "out" time.

**Snow and Black Ice  
continued from page 1**

It's just as easy to miss one of about seventy-five speed changes no matter what kind of odo you have. And Paul built a rally so that putting in a speed change in the wrong place by fifty feet would make a difference in the final scoring.

We didn't seem to have the problems a few other people did of just getting worn out as the day rolled on. But by the time the claims committee met in the evening, everyone was pretty tired. There were a couple of places where the notes I'd taken along the route could have resolved a claim. But with eighteen controls to start with, Paul could afford to toss a leg or three. With a lot of effort, some of

them could have been salvaged, but I for one was glad to have the scoring done sooner.

In the end, the rally format turned out to be a good one for the B cars. Class winners Steve Mauger and Steve Novatne came in with 40 points over 15 controls, handily beating Laurel's and my 60 points, and convincingly ahead of all the A cars save overall winners Patti and Howard Mikkelsen. Relative newcomer Steve McKelvie added another class C trophy to his collection, running with Jon Butzke in his distinctive ex-prorally Saab 99 with the Minnesota stickers and the Florida tags. George and Joanne Szeparowycz turned in some very consistent scores to round out the trophies with the class D win, ahead of several experienced teams.

<b>Snow and Ice 2002 Results</b>		09-Feb-02 Bow, New Hampshire																		
Driver	Navigator	Car	Overall	In Class	Score	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Leg 8	Leg 9	Leg 10	Leg 12	Leg 13	Leg 16	Leg 17	Leg 18
Howard Mikkelsen	Patti Mikkelsen	-5	1	1A	28	1	1	1	0	3	1	2	2	1	2	3	4	5	0	2
Steve Mauger	Steve Novatne	13	2	1B	40	0	4	0	0	1	2	12	2	2	6	5	2	0	0	4
Stephanie Gosselin	Fred Mapplebeck	9	3	2A	52	1	1	1	0	7	4	5	13	1	0	2	14	3	0	0
Laurel Unger Richman	Nicholas Sheckman	20	4	2B	60	4	2	1	2	13	3	2	16	1	1	10	2	2	0	1
Carl Baker	John Howard	1	5	3A	182	1	137	1	2	5	0	10	22	1	0	0	2	1	0	0
Will Turano	Andrew Boardman	19	6	3B	187	3	14	2	0	10	5	3	8	5	3	7	0	4	0	123
Jon Butzke	Steve McKelvie	6	7	1C	269	0	5	2	0	5	19	46	17	8	17	74	38	6	2	30
Matt Demicco	William Halleck	14	8	2C	390	9	24	11	0	9	14	35	26	4	19	126	33	22	0	58
George Szeparowycz	Joanne Szeparowycz	10	9	1D	437	6	36	40	5	32	63	46	9	1	42	16	41	18	22	60
Seth Strait	Philip Mueller	24	10	3C	483	67	33	26	0	6	6	65	30	15	15	23	27	59	0	111
William Butter	Rebecca Gross	11	11	4C	531	12	33	2	0	40	28	181	8	39	33	71	30	29	8	17
Allan Ryan	John Ryan	16	12	2D	568	5	5	9	0	25	49	85	24	46	45	103	26	42	0	104
Wayne Slaughter	Lauren Slaughter	12	13	3D	569	1	14	2	2	21	1	47	36	40	65	122	56	59	19	84
David Williamson	Matt Healey	26	14	4B	579	3	37	21	0	57	17	300	3	2	31	32	12	28	2	34
Ric Golen	Deb Golen	3	15	5B	740	2	3	2	0	56	186	7	14	28	4	28	18	300	5	87
Matt Shoop	Jill Fontana	17	16	4D	799	207	23	10	2	57	6	25	8	24	85	88	15	52	17	180
Ben Runnion-Bareford	Scott Hochgraf	4	17	5D	822	20	28	26	7	14	6	142	34	124	32	56	26	28	20	259
Dean Pearce	Steve Burns	29	18	6D	939	177	26	16	20	29	19	100	62	300	65	3	32	41	0	49
Justin Hughes	Brian Austin	23	19	7D	960	48	22	13	0	252	81	260	37	2	5	33	117	1	7	82
Emilio Arce	Wayne Chin	7	20	8D	988	51	43	21	1	244	41	136	34	44	3	93	53	80	1	143
Derek Preston	Charles Halgren	28	21	9D	1058	83	1	5	0	168	0	3	32	63	38	300	69	118	20	158
Zephyr Belski	Mary Jane Wojochowski	25	22	10D	1107	217	4	7	6	48	21	233	43	5	45	300	10	85	16	67
Kris Smith	Ken Schmidtchen	15	23	11D	1191	36	23	14	15	145	31	300	18	4	300	114	14	136	10	31
Billy Petrow	Ben Porto	27	24	12D	1591	59	61	49	1	82	81	300	133	78	93	300	51	2	1	300
Lee Kay	Sheri Kay	18	25	13D	1819	90	9	8	300	300	9	300	9	8	12	300	300	82	7	85
Emerson Cayer	Richy Labrecque	5	26	14D	1836	11	18	128	5	300	69	100	92	84	300	110	75	85	300	159
John Shaffer	Mark Scanzillo	30	27	6B	1996	56	18	23	300	300	300	300	300	162	52	68	53	24	24	16
Ken Young	Nikki Guthrie	22	28	15D	2008	278	51	56	300	300	19	300	63	76	35	300	77	122	20	11
Nicholas Lochmatow	Dave Salguero	21	29	17D	2127	139	43	29	20	282	300	300	23	171	165	191	191	32	20	221
Edward Ferrari	Marrilee Nye	2	30	18D	3209	24	6	1	300	300	300	300	300	95	300	300	83	300	300	300
Paul O'Mara	Chris Corkrey	8	31	DNF		34	9	28	1	300	300	300	300	206	99					

Rallymasters:

Paul Gosselin, David Lewis

Workers:

Andy English, Michele Liguori, Bill Hall, Nancy May, Gary Urhan, Eileen, Jim Katz, Mary Clare Lewis, John Sibley, Marsha Sibley, Jon Lamkins, Patti Mikkelsen, Howard Mikkelsen, Scott Beliveau & Son

# What to do if you get lost

Don't worry, this happens to everyone.

- step 1:** Drive back to an instruction where you think you weren't lost, and where you have a time, either a perfect time or an actual time.
- step 2:** Erase or cross out any perfect times or time allowances you might have calculated for instructions after you got lost (but don't erase the one for the instruction you returned to!)
- step 3:** Look to see how much time has passed since the first time you did this instruction. Round up to the nearest half minute (ie, 0.5, 1.5, 2.5, etc). This is your "time allowance". Write it down in great big letters, next to the instruction you returned to. Add it to the time for the instruction you're at, and leave at that time.
- step 4:** If you have a leg time for the next instruction, add it to the time you just calculated to leave this instruction to get the perfect time for the next instruction.
- step 5:** If you get lost again before getting to the next checkpoint, and in step 2 you erased all of the time allowances you had written down since the last checkpoint, then follow all the same steps as if it was the first time you got lost.
- step 6:** If you get lost again before getting to the next checkpoint, and in step 2 you do not erase all of the time allowances you have written down since the last checkpoint, change step 3 by rounding up to the nearest even minute (ie, 1.0, 2.0, 3.0, etc), but otherwise follow all the same steps as if it was the first time you got lost.
- step 7:** If your total time allowance since the previous control exceeds 19.5 minutes, forget about waiting for the right time to leave the instruction, and just drive as fast as you reasonably can to the next checkpoint.

# First Day Out 2002



The Touring Club of New England and Mass Miata will host a road rally on April 27, 2002. The event will start in Westborough, Massachusetts, and end in Shrewsbury.

First Day Out 2002 will be a straightforward Time-Speed-Distance rally covering about 60 miles of paved roads in Worcester county. There will be a short break with a restart about halfway through the event. Competitors should be aware that while the event is entirely on paved roads, New England winter conditions can make surface conditions somewhat rough. The event is suitable for cars with stock height Miata suspensions.

All speeds on this event are within legal limits. All cars must have a driver and a navigator. Driver and navigator positions may be exchanged during the event.

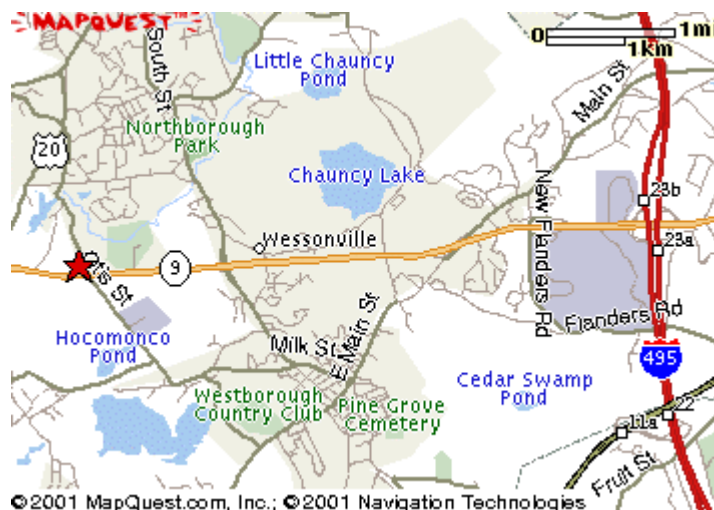
Registration: Saturday, April 27, 8:30 to 10:00 AM.

Entry Fee: \$10 for Miata entries, \$15 for members of TCNE and Mass Miata, \$20 for non-members.

First Car Off: Saturday, April 27, 10:01 AM.

Rallymaster: Doug Hagerman (508-841-2145, [douglas.hagerman@compaq.com](mailto:douglas.hagerman@compaq.com)).

Directions: The start is at the McDonalds on the north side of Route 9 in Westborough, near Wal-Mart at Otis Street. (Be aware that there is another McDonalds on the south side of Route 9 in Westborough, further east.) From Exit 23 on I495, proceed west towards Shrewsbury on Route 9 for about 4 miles. Wal-Mart and McDonalds are on the right, immediately after the Signalized Intersection at Otis Street.



The finish is at the Ground Round restaurant on Route 9 in Shrewsbury.

# What to do as you are driving the course

OK, you are on the road. Drive along the route at a little faster (1-2 mph) than the specified speeds, and stop for a little less time (0.10 minutes, or 6 seconds) than the specified pauses. This will make up for the time you lose slowing down for turns.

Several things can happen now. The most common ones are:

- 1)** you get to an instruction for which you don't have a perfect time calculated.
  - 1a.** If there is no pause at the instruction, write down the time you got to the instruction, in pencil. Pretty much everything you write down on the road should be in pencil.
  - 1b.** If there is a pause at the instruction, add it to the time you got there and write that down.
  - 1c.** If you have a leg time for the next instruction, add it to the time you wrote down for this instruction to get the perfect time for the next instruction.
  
- 2)** you get to an instruction for which you have a perfect time calculated.
  - 2a.** As you approach the time for the instruction, count down to it if you can. The "perfect time" is the departure time for the instruction. If you get to the instruction early, you can pull a little forward -- to the other side of the intersection, if there's a stoplight -- to wait for the perfect time.
  - 2b.** If you don't get to the instruction before the perfect time, or if the instructions are happening too quickly to keep up with the countdowns, just note down the time that you got to the instruction.
  - 2c.** If you didn't leave the instruction on time, compare the time you left there to the perfect time. If you were early, subtract 0.10 minutes (6 seconds) from the amount you were early and stop for that long. If you were late, multiply the amount you were late by 10 and drive 10% faster than the given speed for that long. If you were late by more than half a minute, follow the instructions on the "what to do if you get lost" page.
  - 2d.** If you have a leg time for the next instruction, add it to the perfect time for this instruction to get the perfect time for the next instruction.

The New England Region of the Sports Car Club of America  
presents the inaugural event in its  
2002 Rally Against Leukemia Novice Rally Series:  
**The Rights of Spring**

A Time-Speed-Distance Rally of 50-60 miles, geared specifically toward novices.  
Saturday, May 11th, 12:00 noon, starting in Londonderry, NH.

The region this year is continuing its series for novice rallyists. These events are put on with the intent of providing low pressure events as a way of making it easier for novices to get started in this fun sport. There will be two trophy classes: Novice (defined by the NER rules as having accumulated fewer than 50 points competing in NER Championship events over the previous three years), and First-Timer (in which neither competitor may have previously participated in a TSD rally). Contestants not meeting these restrictions are welcome to run, but no prizes will be awarded.

The start will take place at the Burger King in Londonderry, NH. This is just east of Route 93 on Route 102. Take exit 4 off of Route 93. Registration will open at 10:00AM. A rally school will be held from 10:30AM to about 11:30AM. The first car will start at 12:01PM. The rally will take between 2.5 and 3.5 hours to complete. Prizes will be awarded after the event, and there will be experienced rallyists present after the event to answer questions. If you have questions prior to the event, please contact the rallymaster, Fred Mapplebeck, at 603-898-4778 or [derfrally@aol.com](mailto:derfrally@aol.com).

---

Pre-registration:

<b>Driver</b>	_____	<b>Navigator</b>	_____
Street	_____	Street	_____
City/State/Zip	_____	City/State/Zip	_____
Telephone	_____	Telephone	_____
Email	_____	Email	_____
SCCA member?	_____	SCCA member?	_____
Car make	_____	Model	_____
		Year	_____
		Registration	_____
		State	_____

The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000/\$40,000/\$10,000 is in force for the vehicle entered. In signing this form, entrants agree to abide by all the regulations and decisions of the rally committee. If either the driver or navigator is under 18, a minor release form must be obtained and filled out before the rally.

**Driver Signature** \_\_\_\_\_ **Navigator Signature** \_\_\_\_\_

Entry fees: \$15 per team for entries received on or before May 1st, \$20 per team after April 30<sup>th</sup>.  
Please make checks payable to NER-SCCA and mail to Rights of Spring, c/o Fred Mapplebeck, 147 Millville Street, Salem, NH 03079-2221.

Pre-sanction flier

# What to do before the rally starts

**step 1:** set your watch according to the clock at registration.

**step 2:** read the general instructions.

**step 3:** read the route instructions.

**step 4:** highlight all the pauses, speed changes, and transit zones in the route instructions, preferably using different colors for each.

**step 5:** anywhere that the distance between two consecutive route instructions can be calculated, do so.

**step 6:** for each route instruction for which you have a distance from the previous instruction, calculate a leg time using the following method:

- 6a.** enter the distance from the previous instruction to this one.
- 6b.** multiply by **6000**. (6000 is the time it takes to go a mile at 1 mph.)
- 6c.** divide by the speed in effect at the end of the previous instruction.
- 6d.** add any pause specified in the instruction you are working on (not the previous instruction).

This will give you a time in hundredths of a minute.

**step 7:** calculate the time that you should leave the end of the odo check by adding the start time of the rally, the length of the odo check, and your car number in minutes. Write this time next to the instruction that ends the odo check.

**step 8:** if you can calculate the leg time for the first instruction after the odo check, add it to the time for the end of the odo check, and write the result next to that instruction, in pencil. This is the time you should depart that instruction. It's called a "perfect time".

You are now ready to begin the rally. Drive to the end of the odometer check, ignoring timing and concentrating on following the course. If you leave the start location at the start time plus your car number in minutes, you should have plenty of time to get to the end of the odometer check. Don't block the landmark for the end of the odo check by stopping right next to it. Apart from that, don't worry too hard about exactly where you stop at the end of the odo check. Usually the end of the odo check is located so that the safest place to pull over is shortly after the landmark, but not always.

Depart the end of the odo check at the time you have written down. If you stopped shortly after the landmark, then you should leave right on time. If you stopped before the landmark, you should leave a little early so as to pass the landmark right on time.



## 2001 TCNE Board of Directors

Andy English	181 Littleton Rd. #302, Chelmsford MA 01824	AEngli622@aol.com	(978) 256-7285
Paul Gosselin	75 Castle Hill Rd., Windham NH 03087	higgsrally@msn.com	(603) 880-1620
Doug Hagerman	371 Oak St., Shrewsbury MA 01545	douglas.hagerman@compaq.com	(508) 797-0165
Fred Mapplebeck	147 Millville St., Salem NH 03079	DerfRally@aol.com	(603) 898-4778
Natalie Shrader	144 Harvard Rd., Stow MA 01775		(978) 897-3058

## 2001 TCNE Officers & Chairpersons

President:	Paul Gosselin	75 Castle Hill Rd., Windham NH 03087	higgsrally@msn.com	(603) 880-1620
Vice President:	Doug Hagerman	371 Oak St., Shrewsbury MA 01545	douglas.hagerman@compaq.com	(508) 797-0165
Treasurer:	Natalie Shrader	144 Harvard Rd., Stow MA 01775		(978) 897-3058
Secretary:	Stephanie Gosselin	75 Castle Hill Rd, Windham NH 03087	sgosselin@yahoo.com	(603) 880-1620
Membership:	Karen Logan	5 Boulder Circle, Nashua NH 03087	lkarangel@aol.com	(603) 886-6550
Activities; Equipment:	Fred Mapplebeck	147 Millville St., Salem NH 03079	DerfRally@aol.com	(603) 898-4778
Historian:	Bill Shrader	144 Harvard Rd., Stow MA 01775	shrader@prodigy.com	(978) 897-3058
Statistician:	Max Logan	5 Boulder Circle, Nashua NH 03087	max_logan@psdi.com	(603) 886-6550
Publicity:	Andy English	181 Littleton Rd. #302, Chelmsford MA 01824	AEngli622@aol.com	(978) 256-7285
Newsletter:	Nicholas Shectman	75 Lexington Ave., Somerville MA 02144	phi@apocalypse.org	(617) 628-3595

The purpose of the Touring Club of New England, Incorporated, is to encourage the ownership, preservation, and operation of sports cars; to provide and regulate events and exhibitions for sports cars and their owners; to promote motoring for pleasure and sport; and to encourage careful and skillful driving on public highways. The club welcomes guests to all of its events.

Driver & Navigator is published periodically for the members of the Touring Club of New England and entrants from recent Touring Club of New England events. Personal advertisements are free at the discretion of the newsletter editor. Business advertisements are placed at periodic and annual rates.

Membership to The Touring Club of New England is by application to the membership chairperson. Annual dues are eighteen dollars, with membership extending for one year from the last day of the month in which the membership is granted. Each paid membership includes the privilege of naming a spouse, relative or friend as a dues-free auxiliary member.

### Touring Club of New England, Inc. Member Application Form

Member Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Numbers: \_\_\_\_\_

E-mail: \_\_\_\_\_

Auxiliary Member Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Numbers: \_\_\_\_\_

E-mail: \_\_\_\_\_

On request, listings of the membership are made available to the members of the club for publicity and informational purposes. If you do not want your data made available on these lists, please check here: \_\_\_\_\_

I understand that the membership is for one (1) full year from the date of this application and I agree to abide by the by-laws of the Touring Club of New England, Inc.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

**Please remit with payment of \$18.00 payable to the Touring Club of New England to:  
Karen Logan, 5 Boulder Circle, Nashua, NH 03062**

Touring Club of New England  
c/o Nicholas Shectman  
75 Lexington Ave  
Somerville, MA 02144

# *Driver & Navigator*

*The official newsletter of the Touring Club of New England*

April 2002



In this issue:

- Results and Review for Snow and Ice
- Flyers for First Day Out and Rights of Spring

Visit the TCNE web site! <http://www.tcne.net>