

**ickaboo Winter Rally
General Instructions
4 (deep snow/ice date March 1, 2014)**

Welcome to the CCSCC Kickaboo Cold Weather Rally 2014. The rallymaster for today's rally is Jonathan Flora. The rallymaster cell phone is: 217 369-9962. The rally is a straight forward TSD (Time-Speed-Distance) event with no intentional traps. Note due to poor road conditions emergency speeds may be specified at the start of the rally or at some point after at checkpoint.

This rally abides by the Champaign County Sports Car Club Rally Code, but it should not be necessary to refer to it. All information you need is contained in these General Instructions.

If you get hopelessly lost and you've not passed any checkpoints by 2:15 pm, find your way to the Casey's General Store in Potomic on US136 or if after 3:45 pm to Pilot in Oakwood

Main Road Rule: The Main Road Rule for the rally is **Straight as Possible**. This means to go straight (or essentially straight) through intersections at which you cannot execute an instruction. If the instruction you are working on can't be executed when you get to a T, you are lost. Start again from the last place you knew you were on course.

Route Following Priorities:

1. Verbal Instructions given at checkpoints.
2. Special Instructions on Outslips.
3. Route Instructions.
4. Main Road Rule.

Signs: Information in the Route Instructions that is enclosed in quotes (" ") has been quoted from a sign. Signs may be quoted in full or in part without regard to artwork, capitalization, punctuation, defacing, weathering, etc. A major part of the sign will be quoted. Disregard any spacing between the numeric and letter parts of county road signs (i.e., 1000E, 1000 E, and 1000 E will be quoted as "1000E"). Multiple signs on one pole may be quoted either altogether or only one of the multiple signs may be quoted. There are no intentional traps based on spelling.

Starting Point and Time: Pilot Travel Center in Oakwood IL, 503 N. Oakwood Street. The starting point of the rally is south auto entrance of the Pilot Travel Center parking lot in line with "1760 N" sign. Registration opens at 12:00 pm (noon) Central Time. Your starting time is 1:00 pm plus your car number in minutes. Thus car 1 starts at 1:01pm, car 2 at 1:02pm, etc. GPS: 40.124406, -87.779444

Mid-rally Gathering Point: Casey's General Store in Potomic on US136
GPS: 40.305500, -87.800279

End-rally Gathering Point: Pilot in Oakwood

Odometer Comparison Section: The odometer comparison section (Route instructions 1 through 10) is so that you may compare your odometer to the rallymaster's. This rally was mileageed in a 2003 Subaru Outback with winter radial tires under simulated rally conditions using a Timewise 798A using the VSS. This vehicle measures 9.00 miles in 9 interstate miles. Take 30 minutes

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to complete the ODO.

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Controls (Checkpoints): Controls may be on either right or the left side of the road. The checkpoint vehicle can be on either the right or left side of the road. The Open Control checkpoints will be marked by a "CCSCC ✓." sign which will be facing you as you approach the checkpoint.

Checkpoint Procedure: Pull past the checkpoint sign in a safe manner and park your car. When exiting your rally car, watch for other oncoming traffic and rally vehicles. One member of the rally team must: 1) walk back to the checkpoint vehicle and 2) turn in the previous outslip, and 3) pick up a new outslip. **READ THE OUTSLIP COMPLETELY AND CAREFULLY.** No matter how late you arrive at a checkpoint, you get a fresh start when you leave it.

Outslips: The outslips will contain the following information: 1) **Leg #**, 2) **Your car #**, 3) **Your in-time**, 4) **Your out-time** for the next leg, 5) **The total leg time** for the leg just completed, 6) **The total leg miles** for the leg just completed including mileage to the outmarker, 7) **Oops mileage** for the next leg (if you drive this many miles without seeing a checkpoint, you're lost), 8) **Next instruction** to be executed, 9) **CAST** for the start of the next leg, 10) **The outmarker** (the starting point for the next leg), 11) **Special instructions** if needed, and 12) **Details of the leg just completed**.

Scoring:

- 1 point for each .01 minute early or late at a checkpoint up to 200 or missing a checkpoint.
- 300: points additional penalty or possible disqualification for reckless driving, interfering with checkpoint operation, unsportsmanlike conduct, or a moving violation (ticketed or not). This is assessed at the discretion of rally officials.
- 100 points additional penalty for stopping or creeping in sight of a checkpoint. This is assessed at the discretion of rally officials.

Opportunities: All public roads except those that are dirt and/or grass exist as opportunities to travel on this rally. Roads that are marked PRIVATE, KEEP OUT, NO TRESPASSING, NO OUTLET, DEAD END, ROAD CLOSED, DO NOT ENTER, etc. do not exist as opportunities. Roads that are clearly dead ends, or end in a garage, wind turbine, farm field, or parking lot do not exist as opportunities. Roads that are clearly private or illegal to enter do not exist as opportunities.

Emergency speeds: In the event of inclement weather, poor road conditions, extraordinary traffic, etc., one of three emergency procedures may be invoked in writing on a check point slip by open control personnel confirming the receipt of such instructions by obtaining the initials of one crew member. Either emergency procedure remains in effect through subsequent legs until canceled by open control personnel as outlined above. The three emergency procedures are as follows:

- a) 5 or 10 MPH reduction in the CAST listed in route instructions. If the route instructions list CAST as 35 then it will be 25. (increases leg time 35% to 45% depending on overall average speeds in a leg)
- b) Emergency Speeds: Emergency speeds increase the elapsed time of each leg by 50%.
- b) Emergency Suspension of On-time Requirement: run at your own safe pace,

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measure the course, and claim your calculated time of arrival at each open control.

Definitions:

AFTER: Any navigational aid used in conjunction with the word “after” shall be found anywhere along the route preceding the execution point of the instruction and following the execution point of the preceding instruction.

AT: At the opportunity closest to the given sign or landmark. CASTs are to be done at the apex of turns. CASTs at signs or landmarks are to be done when your rally vehicle is even with the sign or landmark.

CAST: Change Average Speed To the given number in miles per hour.

CREEPING: Approaching a checkpoint within sight of the checkpoint at a speed of 10 miles per hour or less.

JOG: A turn at a T (right or left) followed by a turn in the opposite direction in a short distance used for an offset intersestion or where SAP may be in dobut, often where the right of way may overlap but not the road surfaces.

LEFT: A turn to the left of from 1 to 179 degrees off the current main road onto an opportunity. It now becomes the main road.

RIGHT: A turn to the right from 1 to 179 degrees off the current main road onto an opportunity. It now becomes the main road.

STOP: An official octagonal sign that requires your rally vehicle to stop.

T: A junction having the general shape of the letter T as approached from the base. It is not possible to go straight at a T.

Y: An intersection of exactly three roads having the general shape of the letter Y as approached from the base by the contestant. It is not possible to execute the instruction STRAIGHT at a Y.

All other terms found in the route instructions, but not defined here will be used as commonly understood.

OOPS Mileage:

The OOPS Mileage for Leg 1 is 19 miles. Note: This includes the ODO Comparison Section.

Car Number: _____ Leg Number: _____

Time delay in minutes claimed (Circle one): 0.5 1.5 2.5 3.5 4.5 5.5

Checkpoint entry delay in exact minutes and hundredths: _____

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