

Right Times Road Rally

Welcome to the Right Times Road Rally. It is a straight forward TSD (Time/Speed/Distance) rally with no traps. It abides by the April 2001 Champaign County Sports Car Club Rally Code (as amended herein). You should not need to refer to the Rally Code tonight since most or all of the information you might want from it is contained in these General Instructions. Jerry White and Brian Ford (Cell **309 287-3815**) are putting on the rally.

CHECKPOINT PROCEDURE: Pull past the CHECKPOINT and park on the right side of the road. One team member from each vehicle must go back to the CHECKPOINT, in order of arrival, to report their car number, turn in a Time Adjustment Request form (if applicable), and receive a checkpoint slip. **Read it carefully.** It tells what the OUT MARKER (OM) is, the distance (Δ) to it, the **out at** time to leave from it, what to CAST, and what instruction to work on. Special Instructions and/or Other Information may also be given. It also has a "**How did you do?**" column for keeping your score and an area to find your next "**oops, you may be off course**" **odometer** reading. The timing of every LEG is independent so you get a fresh start at each OM. The official odometer was re-started at zero (0.000) at every OM. To allow others access to the OUT MARKERS please await your out at time a little before or after them.

TIME ADJUSTMENT REQUEST (TAR): If you get off course, are delayed in any way, or have any reason that one or more acceptable adjustments to normal leg scoring be made for you, submit one TAR form for the leg before receiving a checkpoint slip. A TAR form is on the next page and each checkpoint slip includes one. If you are delayed longer than 5.5 minutes call Brian on his cell phone as soon as possible.

TIMING and SCORING will be based on the clock at the REGISTRATION VEHICLE. Set your time keeping device to it!! All classes will be scored overall using the second of the two numbers in each of the xx/xxx pairs below. The Navigational class will additionally be scored in-class using the first numbers.

1/1 point for each .01 minute early or late at a CHECKPOINT up to 30/100 (navigational/overall) points. 30/100 points: 1. for stopping or creeping (going less than 1/2 the CAST) in sight of a CHECKPOINT, 2. or disqualification for reckless driving, interfering with rally operation, unsportsmanlike conduct or a moving violation (ticketed or not). Penalties for 1 and 2 are assessed at the discretion of rally officials.

ROUTE-FOLLOWING PRIORITIES:

1. Special Instructions (oral or written)
2. Route Instructions
3. Follow the MAIN ROAD

The **MAIN ROAD RULE** for today's rally is Straight as Possible (SAP). This means that at T's and Y's no MAIN ROAD exists and at other intersections the MAIN ROAD is the road that leaves the intersection by the route that takes you more directly ahead through the intersection than any other route. The MAIN ROAD is defined so that instructions aren't needed at every intersection. You are to take the MAIN ROAD at any intersection at which you aren't instructed to take a different route. If the instruction you are working on can't be executed when you arrive at a T or Y you are off course. Retrace your route and start again from the last place you know you were on course.

X2, X3 and Xx (where "x" can be any integer) **instructions** are to be repeated 2, 3 and "x" times respectively. In addition if there is a "+" or "-" with a number after the "Xx" you are to increase or decrease the number associated with the number of OPPs, STOPS or even the CAST for each subsequent iteration of the "Xx" instruction by the "+" or "-" amount indicated. Route instructions 3 & 4 are examples of how this works.

SIGNS: Information in an instruction that is enclosed in quotes (" ") has been quoted from a sign. A prominent part of the sign will be quoted in full or in part without regard to artwork, capitalization, punctuation, defacing, weathering, etc. Any misquoting of word spelling or abbreviation is unintentional. Words will not be split or broken. Disregard spacing between the numeric and letter parts of county road signs (i.e. "100 E" will be used for both "100E" and "100 E"). Rural house number signs and signs on mailboxes will not be used. If one support system has multiple signs they may all be quoted as if they are one sign.

A **LANDMARK** will be identifiable: 1. by its definition in these General Instructions, or
2. by being identified by a sign (or signs) that indicate it goes by the name given in the instruction, or
3. by being commonly recognizable as an example of whatever is being called for by the instruction.

CONVENTIONS: All signs and landmarks needed to execute an instruction will be found along the rally route after the execution point of the preceding instruction. Any misspelled words or abbreviations are unintentional. All terms in the Route and General Instructions that aren't defined therein will be used as commonly understood. Route information in parenthesis () is meant to be helpful. During the ODOMETER COMPARISON ZONE the 2nd and 3rd repetitions of "Xx" route instructions are shown in brackets [].

DEFINITIONS: Except for CAST (an acronym) uppercase words below indicate a landmark.

after Any navigational aid mentioned in conjunction with "after" will be found anywhere along the rally route following the preceding instruction's execution point and preceding the instruction's execution point.

at "In the vicinity of" for actions that direct a course of travel. See CAST for speed changes.

CAST Change, Commence, or Continue Average Speed To the given number in miles per hour. A speed change associated with a landmark will be done when the rally vehicle first arrives at the given landmark. A speed change associated with a turn is to be done when the right front wheel of the rally vehicle breaks the vertical plane along the leading edge of the road being turned onto unless a STOP landmark/sign is referenced then it is to be done at the STOP sign. When turning onto a BLACKTOP ROAD (asphalt not oil and chip) CAST 52 then resume your previous CAST when turning off of it unless turning onto an INTERSTATE. When turning onto an INTERSTATE ON RAMP CAST 62 then CAST 42 when starting onto an OFF RAMP to exit the INTERSTATE.

CHECKPOINT (CP) A vehicle marked by a "✓" sign (see example at the REGISTRATION VEHICLE).

CROSSROAD An intersection of exactly four ROADS from which a ROAD goes to the left, a ROAD goes to the right and a ROAD goes generally ahead.

Left/right A turn in the specified direction of from 1 to 179 degrees onto an OPP.

LEG An independently timed section of the rally from an OM to a CHECKPOINT or DIY LEG END POINT.

ODOMETER COMPARISON ZONE (OCZ) The part of the rally you should use to compare your odometer to the rallymaster's. The OCZ's "begin" and "end" points are indicated in the first few Route Instructions. The rally was measured with an accurate resettable thousandths reading odometer.

OPP (opportunity) A ROAD (or COUNTY MARKET or MONICAL'S ACCESS ROAD or PARKING LOT) that allows you to turn off the MAIN ROAD in the direction called for.

OUT MARKER (OM) The beginning point of each LEG per the checkpoint slips. The START for LEG 1.

REGISTRATION VEHICLE White Plymouth Voyager minivan.

ROAD A public road that is not: 1. dirt or grass, 2. marked NO OUTLET, DEAD END, ROAD CLOSED, ROAD CLOSED AHEAD, etc., 3. clearly barricaded, a dead end, or an access to a garage, factory, farm field or parking area, or 4. illegal to enter.

START The driving lane directly east of the LIGHT POLE closest to the REGISTRATION VEHICLE.

STOP An official octagonal sign at which your rally vehicle is required to stop. The intersection controlled by the stop sign is not to be used for the subsequent route instruction.

T A meeting of ROADS in the general shape of the letter T as your vehicle approaches from the base.

TRAFFIC LIGHT A traffic control device with red and green (and usually yellow) lights used at an intersection to regulate traffic and which controls your rally vehicle. For rally purposes, only one TRAFFIC LIGHT is counted at each intersection. A TRAFFIC LIGHT set to operate as a blinker is a TRAFFIC LIGHT not a blinker. A TRAFFIC LIGHT may or may not be operating.

← Detach here → ----- ← Detach here →

Car Number: _____ **Leg #:** _____

Time Adjustment Request (TAR) Form

Please adjust our time by _____ minutes. (**Time delay** [cumulative for the leg] in decimal minutes rounded to a minute or half minute.) Minutes. 00 or 50 (If it will be more than 5.50 minutes call the rallymaster to alert the checkpoints etc.)

As we entered the **checkpoint** we **delayed** exactly _____ hundredths-of-a-minute (usually less than 50) for safety reasons.