

**CCSCC Double Arrow Rally**  
**May 15, 2011**

Welcome to the Double Arrow Rally. The rallymaster for today's rally is Bob Townsend. The rally is a straight forward TSD (Time-Speed-Distance) event. My cell phone number is: (217) 377-8092

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.

**Starting Point and Time:** The starting point of the rally is the Stop Sign at the Southwest corner of the parking lot. near registration. Your car should be facing west. Your starting time is 1:00pm plus your car number in minutes. Car 1 starts at 1:01pm, car 2 at 1:02pm, etc.

**End Meeting Point:** Monical's Pizza in Villa Grove.

**Main Road Rules:** The Main Road Rules for the rally are in order of Priority:

**A. Turn at Double Arrow at a Side road.**

If a double arrow is encountered at a side road, turn at the side road, (either left or right.)

**B Straight as Possible.**

The Main Road is the road that appears to go as directly ahead as possible through an intersection. This Main Road Rule is not to be applied at a T or Y. The determination of which road goes more directly ahead is made at the intersection in question; roads are judged upon their merits as you enter the intersection, not upon how they look as you approach the intersection.

**Route Following Priorities:**

1. Verbal Instructions given at checkpoints.(only used in an emergency)
4. Special Instructions on Outslips.
5. Route Instructions.
6. Main Road Rules:
  - Turn at Double Arrow at a Side Road
  - Straight as possible.

**Signs:** Words, Letters, numbers, and symbols enclosed within quotation marks will refer to the content of a sign. Signs may be referenced in full or in part. Signs will be quoted without regard to weathering, vandalism, or other defacement. Spacing, style, capitalization, and punctuation are irrelevant.

**Roads:** Only public roads will be used. Unless otherwise directed, both paved and unpaved roads may be considered, but grass roads do not exist. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, No Thru Traffic, Bridge Out Ahead, etc. do not exist. Roads which are visibly barricaded or otherwise impassible do not exist. Cul-de-sacs and roads which are visibly dead-end do not exist. Any road which clearly ends in a garage, plant entrance, parking lot, etc. does not exist. Roads having illegal entry or roads requiring an illegal turn do not exist. A U-turn or other illegal turn is never required without specifically stating such in a route instruction or in written official information.

**Average Speeds:** All average speeds will give due consideration to road and driving conditions at the time the event is to be in progress. Contestants will not be required to exceed legal speed limits to arrive at a control on time. A specified speed (CAST) or other assignment of average speed for an unspecified time or distance is complete at the point of execution and that speed is effective until the next change of average speed (CAST). All speeds are in miles per hour. Speed changes will be perpendicular to the sign or leading edge of the described landmark, or at the apex of the corner during turns.

**Odometer Comparison Section:** The odometer comparison section (Route instructions 1 through 9) is so that you may compare you odometer to the rallymaster's. This rally was measured using a 1993 Ford Probe GT with warm radial tires under simulated rally conditions using an ALFA Elite rally computer. This vehicle measures 10.00 miles in 10 interstate miles.

**Checkpoints:** Checkpoints may be on **either** side of the road and will be marked by a "CCSCC ✓." sign. The time of arrival will be the instant when the rally vehicle crosses the imaginary line extending across the road from the checkpoint sign. Pull past the checkpoint vehicle in a safe manner and park your car. Contestants may ask questions and/or bring any discrepancies to the attention of the checkpoint personnel at this time, but they will refrain from unnecessary conversation, argument, or other interference with the control procedure. Excessive interference may be penalized. One member of the rally team must walk back to the checkpoint vehicle and pick up a new outslip. **Turn in the outslip at the next control.**

**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 leg miles** for the leg just completed, 7) **Next instruction** to be executed, 8) **CAST** for the start of the next leg, 9) **The outmarker** (the starting point for the next leg), 10) **Special instructions** if needed, 11) **Oops mileage for the next leg**. Turn the outslip in to the next control.

**Timing and Scoring:** This rally will be scored to the hundredth of a minute. Open checkpoints will remain open for at least 5 minutes after the maximum lateness of the last rally vehicle, unless all rally vehicles have arrived at the checkpoint. Contestants missing open checkpoints will be given the maximum penalties for those missed checkpoints and will be scored into the next open checkpoint as if those missed controls did not exist.

- 1 point for each .01 minute early or late at a checkpoint up to 100.
- 200 points for being more than 2 minutes early or late at a checkpoint.
- 200 points for missing a checkpoint.
- 300 points 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.
- 10 points for stopping or creeping in sight of a checkpoint.

**OOPS Mileage for Leg 1:** 25 miles.

### **Glossary and 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** "In the vicinity of" for actions that direct a course of travel; "Even with" for other actions, including speed changes, mileages, pauses, etc.

**CAST** Change, Commence, or Continue Average Speed To the given number in miles per hour.

**Double Arrow:** A yellow background sign with a black arrow with points on both ends, usually used at a T type intersection to indicate that the road goes both left and right. May also be a yellow arrow on a light colored background.

**Jog Right** A turn to the right followed by an immediate turn to the left. A slightly offset intersection where you should continue straight through the intersection.

**Left** A turn to the left of from 1 to 179 degrees.

**OOPS Mileage** This is an assist given to contestants. If the contestants have traveled this distance and have not found either a checkpoint, then they are off course. Retracing backwards to a previous known on course point may be necessary.

**Right** A turn to the right from 1 to 179 degrees.

**Sideroad** An intersection of exactly three roads where a road goes generally ahead and another road goes to the left or the right, but not both.

**Stop** An official octagonal sign at which the rally vehicle is obliged to stop.

**Straight** To continue straight at an intersection where you would normally make a turn to follow the main road rule.

**In other words, do not turn at a double arrow sign.**

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

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

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**Time delay allowances.** If you get delayed for any reason, you may claim a time delay. The delay may be caused by traffic, trains, other interference, or even by your own mistakes. There is no excuse for speeding or taking chances to make up time. For safety sake, use the time delays instead. Delays may be made in .50 minutes, 1.5 minutes, 2.5 minutes, etc. or a lesser amount if blocked by another vehicle just prior to the control.

Car Number \_\_\_\_\_ Requests a delay of \_\_\_\_\_ .50 minutes on leg number \_\_\_\_\_

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