

October Friday-Nighter Rally: The Spooktacular Zombielicious 2011 Halloween Rally

Welcome to the Spooktacular Zombielicious 2011 Halloween Rally. It is a TSD (Time/Speed/Distance) rally with possible traps. A flashlight, tape and wet-wipes might come in handy. It abides by the April 2001 Champaign County Sports Car Club Rally Code (as amended herein). All times are given in military fashion (e.g. 7:00 p.m. = 1900) for clarity and because I prefer it. You should not need to refer to the Rally Code since most or all of the information you might want from it is contained in these General Instructions. The Rallymaster is Brian Grable: cell **(217) 778-2050**. Sandy is assistant: cell **(217) 898-6858**.

START facing south at the lightpole at the southeast corner of the WalMart parking lot at 2000 plus your car number in minutes.

ENDING MEETING POINT: Jim Hamilton's backyard. Car 1 should arrive about 2145-2200.

CHECKPOINT PROCEDURE: Pull past the CHECKPOINT and park on the right side of the road. One team member from each vehicle must go back, in the order their vehicle arrived, to the CHECKPOINT to report their car number, turn in a Time Adjustment Request if applicable, and pick up a checkpoint slip. **Read the slip carefully.** The slip tells what the OUT MARKER is, where it is, when to leave from it, what to CAST, and what instruction to work on. There may also be Special Instructions and/or other information given. The oops miles for Leg 1, including the ODOMETER COMPARISON SECTION, is 21 miles. No matter how early or late you arrive at a CHECKPOINT you get a fresh start when you leave it.

TIME ADJUSTMENT REQUESTS: If you get off course, are delayed in any way, or have any acceptable reason an adjustment to normal leg scoring should be made for you, submit a Time Adjustment Request (TAR) before receiving a checkpoint slip for the leg. TAR's are on the front or back of checkpoint slips and at the end of the next page. If you think you may be more than 5.5 minutes late to a CHECKPOINT call the rallymaster.

SCORING:

- 1 point for each .01 minute early or late at a CHECKPOINT up to 200 points for all classes.
- 200 points or disqualification for reckless driving, interfering with rally operation, unsportsmanlike conduct or a moving violation (ticketed or not). Assessed at the discretion of rally officials.
- 200 points for stopping or creeping (going less than ½ the CAST) in sight of a CHECKPOINT for all classes.

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. At any intersection at which you aren't instructed to take a different OPPORTUNITY you are to take the MAIN ROAD.

Roads: With the exception of Jim Hamilton's driveway terminating the rally, only public roads will be used. Unless otherwise directed, both paved and unpaved roads may be considered. A divided road is a road whose opposing lanes of traffic are separated by a divider, median, or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is considered as one intersection. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, No Thru Traffic, Bridge Out Ahead, Road Closed Ahead, etc. do not exist. Roads which are visibly barricaded or otherwise impassible, do not exist. Cul-de-sacs and roads which are visibly labeled as dead-end or no outlet, do not exist. Any road that 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.

SIGNS: Information in an instruction 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 prominent part of the sign will be quoted. Any misquoting of word spelling is unintentional. Disregard spacing between the numeric and letter parts of county road signs (i.e. 1000E and 1000 E will both be quoted as "1000 E"). Rural house number signs and signs on mailboxes will not be used.



is exactly what it appears to be...



so is this...



as is this, etc!

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 are not defined in the General Instructions will be used as commonly understood.

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

after Any navigational aid used in conjunction with the word "after" will be found anywhere along the rally route following the execution point of the preceding instruction and preceding the execution point of the instruction.

at "In the vicinity of" for actions that direct a course of travel; "even with" 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 will be done at the apex of the corner unless a STOP sign is referenced then it will be done at the STOP sign.

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

Left A turn to the left of from 1 to 179 degrees onto an OPPORTUNITY.

ODOMETER CALIBRATION SECTION The portion of the rally from Route Instruction 1 through Route Instruction 9. Take 20 minutes to complete. You may use this section to compare your odometer to the rallymaster's. The official odometer is in our 2005 Ford Explorer with old tires. Precision and reproducibility appear to be excellent and the accuracy is pretty fair. I didn't drive it on the interstate for calibration, but I suspect that it reads in the neighborhood of 9.9 miles to 10.00 interstate miles.

OPPORTUNITY A public road that: 1. goes in the direction you are instructed to go, and 2. is not A. dirt or grass; or B. marked NO OUTLET, DEAD END, PRIVATE DRIVE, DO NOT ENTER, ROAD CLOSED, ROAD CLOSED AHEAD, etc.; or C. clearly barricaded, a dead end, or an access to a garage, factory, farm field or parking area (except the PARKING AREAs/LOTs specifically mentioned in the Route Instructions and on the checkpoint slips); or D. illegal to enter.

pause To delay a specified time in minutes at the point indicated.

REGISTRATION VEHICLE 2005 Black Ford Explorer.

Right A turn to the right of from 1 to 179 degrees onto an OPPORTUNITY.

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 your rally vehicle is required to stop.

T An intersection having the general shape of the letter T as your vehicle approaches from the base.

