



Welcome to the 2011 “Monticello Monte” Road Rally. It is a TSD (Time/Speed/Distance) rally with no intentional 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 since most or all of the information you might want from it is contained in these General Instructions. The rally starts at Subaru of Champaign County at 1402 N. Dunlap, Savoy, IL. The rally master is Gary Patrick, cell # **217-841-4761**. Angela Patrick is assistant, cell # **217-418-1677**.

SCHEDULE OF EVENTS:

Registration	12:00 – 12:30
Crew Meeting	12:40
Route Instructions Issued	12:50 + Car #
First Car Off	1:01
Mid-Rally Break	2:40 – 3:10 (approximate)
Car #1 Arrives at End Meeting Point	5:00 (approximate)

START facing south at the “Start” sign at the south exit of the Subaru of Champaign PARKING LOT at 1:00pm + your car number in minutes.

ENDING MEETING POINT: Three Ravens at 108 S. Charter in Monticello, IL (on the courthouse square).

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 will tell you what instruction is next as well as the distance to the next CZT point. It will also include your recorded in-time and a recap of the leg so you can calculate your score. There may also be Special Instructions and/or other information given. No matter how early or late you arrive at a CHECKPOINT you get a fresh start at the next Control Zone.

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 checkpoint slips and on the last page of these instructions. 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 100 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.
- 100 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

MAIN ROAD RULE: 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: Only public roads will be used. 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. Any road that clearly ends in a garage, plant entrance, parking lot, cul-de-sac, 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.

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:



TULIP DIAGRAMS: The Route Instructions include written Instructions and supplemental Tulip diagrams. A Tulip diagram is a navigational aid in the form of pictorial representation of an intersection or a segment of road made up of a ball and arrow schematic. It may also include objects in sight of the road that can serve as navigational references. The ball at the base of the Tulip denotes the point one will enter the intersection or road segment and the arrowhead shows the direction out of the intersection or away from the road segment. Tulip diagrams only approximate the configuration of roads and intersections as they appear upon approach, only including enough details to enable identification of the location. Any conflict between a written Instruction and the corresponding Tulip diagram is unintentional. In the event a Tulip diagram conflicts with a written Instruction, the written Instruction shall take precedent. For examples of a Tulip diagrams, see the sample Route Instructions later in these General Instructions.

LANDMARKS: A LANDMARK will be identifiable by:

1. its definition in these General Instructions, or
2. being identified by a sign (or signs) that indicate it goes by the name given in the instruction, or
3. 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, CZT, and O/M (acronyms) 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.

BEGIN CONTROL ZONE: See **Control Zone**.

Car Zero Time: See **CZT**

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.

CHECKPOINT: a "✓." sign on the right shoulder of the road. A Checkpoint Vehicle will be in the vicinity. (see example at registration).

Checkpoint Vehicle: Either a gray 2006 Subaru WRX or a charcoal 2008 Subaru Impreza.

Control Zone: A section of the rally where the contestants are expected to maintain a prescribed average speed (CAST) and should expect to encounter a CHECKPOINT. **BEGIN CONTROL ZONE** designates the start of the Control Zone. You should zero your odometer at each BEGIN CONTROL ZONE. A CHECKPOINT designates the end of the Control Zone. Once you pass a CHECKPOINT there will not be another CHECKPOINT until you enter a new Control Zone.

CZT: Acronym for “**Car Zero Time**.” The time at which a theoretical car number “0” would commence from the indicated location. You should commence from the indicated location at CZT plus your car number in minutes. (example: if CZT = 2:24 then Car # 1 commences at 2:25, Car # 2 commences at 2:26, Car # 3 commences at 2:27, etc)

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

Odometer Comparison Zone: The portion of the rally from Route Instruction 1 through Route Instruction 14. Take 25 minutes to complete. You may use this section to compare your odometer to the rally master’s. The course was measured with an Alfa Club correctable odometer with input from the factory Vehicle Speed Sensor Signal in a 2006 Subaru WRX mounted with 235/40/17 Falken Azenis 615 tires.

O/M: Official Mileage. Except for the landmark at the end of the odometer comparison zone, O/M's listed in the Route Instructions have been truncated to 1/100th mile accuracy for brevity.

Calculations for scoring in Control Zones have been made using 1/1000th mile accuracy. Outslips will include the mileage of the Control Zone to an accuracy of 1/1000th mile.

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 LOT specifically mentioned in the Route Instructions); or

D. illegal to enter.

Pause: To delay for a specified time at the point indicated.

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 approached from the base by the competitor. It is not possible to execute the instruction “straight” at a T.

A T may either be square (**T**) or slanted (**T**).

Y: An intersection having the general shape of the letter Y as approached from the base by the competitor. It is not possible to execute the instruction “straight” at a Y.

Sample Route Instructions:

O/M	NRI	TULIP	INSTRUCTION
11.46	12		Railroad Crossing (Caution, no signal)
12.51	13		Left at 2250 N.
13.35/ 0.00	14		BEGIN CONTROL ZONE at "Redfarm" CAST 38. CZT = 2:25.
0.85	15		Left at Y.
1.57	16		Right at T.
2.85	17		Left at T.

Time Allowance Request (TAR) forms:

Car Number: _____ **Leg #:** _____ **Time Adjustment Request (TAR)**

A. Please apply the following delay in minutes to our in-time: (circle one)

0.5 1.5 2.5 3.5 4.5 5.5 6.5* 7.5* 8.5* 9.5* other ____ .5*

*(If it will be more than 5.50 minutes please call the rallymaster to alert the checkpoints etc.)

B. As we entered the checkpoint we were delayed by exactly _____ hundredths of a minute
(usually less than 50)

Car Number: _____ **Leg #:** _____ **Time Adjustment Request (TAR)**

A. Please apply the following delay in minutes to our in-time: (circle one)

0.5 1.5 2.5 3.5 4.5 5.5 6.5* 7.5* 8.5* 9.5* other ____ .5*

*(If it will be more than 5.50 minutes please call the rallymaster to alert the checkpoints etc.)

B. As we entered the checkpoint we were delayed by exactly _____ hundredths of a minute
(usually less than 50)