

Nocturnal ½ Returns Road Rally

Welcome to the Nocturnal ½ Returns Road Rally. It is a straight forward 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 tonight since most or all of the information you might want from it is contained in these General Instructions. The Rallymaster is Jerry White (Cell **(217) 390-7851**).

CHECKPOINT PROCEDURE: Unless instructed to do something different, pull past the CHECKPOINT and park on the right side of the road. One person from each vehicle must go back to the checkpoint vehicle (in order of arrival) to report their car number, turn in a Time Adjustment (if applicable), and receive a checkpoint slip.

Read it carefully. It tells what the OUT MARKER (OM) is, the time you are 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. The timing of every LEG is independent so you get a fresh start at each OUT MARKER. The official odometer was re-started at zero (0.000) at the start and end of each ODOMETER COMPARISON ZONE, at the beginning of each TRANSIT ZONE, and at every OM. To allow others access to the OMs please await your out time a little before or after them.

TIME ADJUSTMENT (TA): 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 a cumulative Time Adjustment for the leg before receiving a checkpoint slip. TA's are on the bottom of the next page and some of the checkpoint slips. If you are delayed longer than 5.5 minutes call the rallymaster as soon as possible.

TIMING & SCORING will be based on the clock at the REGISTRATION VEHICLE. **Compare your seconds (or hundredths) displaying time device to it and adjust accordingly!!** Scoring will be as follows.

- 1 point for each .01 minute early or late at a CHECKPOINT up to 100 points.
- 100 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 unjustified stopping or creeping (going less than ½ the CAST) in sight of a CHECKPOINT.

ROUTE-FOLLOWING PRIORITIES:

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

The **MAIN ROAD RULE** for the rally is Straight as Possible (SAP). This means that at T's (even very unusual ones) and Y's (even odd unequal ones) 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.

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 capitalization, punctuation, unquoted artwork, 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. Only signs that in general face rally traffic will be used. A "+" refers to a sign that indicates a CROSSROAD. Curve and directional arrow signs will be referenced as LANDMARKS.

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, General and Special Instructions that are not defined in these General Instructions are to be used as commonly understood. Route information in parenthesis () is meant to be helpful.

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 course directing actions; “even with” the leading edge for speed changes.

CAST Change, Commence, or Continue Average Speed To the given number in miles per hour. A speed change that is to be done at a specified sign or landmark is to be done even with the leading edge of the sign or landmark. A speed change that is to be done at 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 or YIELD landmark is present then it is to be done at the sign.

CHECKPOINT A “✓.” sign (see example at registration) on the shoulder of the ROAD with a vehicle nearby.

CROSSROAD A meeting of ROADS where one goes generally ahead, one goes right and one goes left.

FORD A waterway crossing where by design water will sometimes run across the surface of the road. **Stop and evaluate each FORD, including the dry ones, before crossing then if safe to cross do so carefully.**

jog Go through a configuration of ROADS onto one offset in the specified direction from the one you are on.

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

LEG An independently timed section of the rally from an OUT MARKER to a CHECKPOINT.

ODOMETER COMPARISON ZONE (OCZ) A part of the rally you should use to compare your odometer to the rallymaster’s. Its “begin” and “end” points are indicated in the Route Instructions. The rally was measured with a resettable thousandths reading odometer that reads 10.00 miles in 10 interstate miles.

OPPORTUNITY A ROAD that leaves the MAIN ROAD in the direction you are instructed to go.

OUT MARKER Location to start a LEG from. You will be scored based on your out time from each OM.

REGISTRATION VEHICLE Jerry White's white minivan.

ROAD 1. A public road that is not: A. marked ROAD CLOSED, ROAD CLOSED AHEAD, DEAD END, NO OUTLET, DO NOT ENTER, etc. by a sign that you are **not** instructed to ignore; or B. dirt or grass; or C. clearly barricaded or a dead end, or D. illegal to enter. 2. A specific PARKING LOT, or ACCESS, that is referenced in these General Instructions, in other instructions, or on the checkpoint slips.

SIDEROAD A meeting of ROADS where one goes generally ahead and one goes right or left but not both.

START The red reflector near the REGISTRATION VEHICLE.

STOP An official octagonal sign, and any associated ROAD, at which your rally vehicle is required to stop.

straight Continue your general direction of travel by leaving the MAIN ROAD.

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

TRANSIT ZONE A timed or un-timed portion of the rally in which there will not be a CHECKPOINT.

Y A meeting of ROADS having the general shape of the letter Y as your vehicle approaches from the base.

YIELD An official triangular sign, and any associated ROAD, at which your rally vehicle is required to yield.

← Detach here → ----- ← Detach here →

Car Number: _____ **Leg Number:** _____ **Time Adjustment (TA)**

Please adjust our time by _____ minutes. (**Time delayed** [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.

When leaving _____ we **changed** our **out time** from _____:_____._____ to _____:_____._____.
“Checkpoint X”, “RI XX” (or other identifying information) Hour : Minute.Hundredth Hour : Minute.Hundredth