

Rallymaster Cell Phone Number in case you are lost: **217.493.1329**

2012 CCSCC July 4 Road Rally

General Instructions

Independance Day Foliage Tour

Rallymaster: Barry Rowe

Thank you for running this CCSCC rally. I hope you will enjoy it.

This rally is run according to the current CCSCC Rally Code, but most everything you need will be in these generals or the route instructions. If you have questions, please ask them at the drivers' meeting.

This rally starts at the pole nearest the southeast corner of the County Market parking lot in northwest Champaign. You should leave from the pole, in the eastern-most lane of the parking lot, heading north at noon plus your car number. You may leave up to 5 minutes early, if you wish. This rally ends at Monical's Pizza on Kirby Avenue near Neil street in Champaign. You should get there by 6:30 pm, in time for the CCSCC monthly club meeting and lots of pizza. The break will be at Ted's Garage in Clinton, IL on routes IL 10 and IL 54 on the south (left) side of the road east of (before) the Chevy dealer. You should be there by 2:30 or so. This rally is a long rally with some gravel roads.

This rally goes through some rather populated areas. It is getting more and more difficult to find roads that have few houses on it. Please be careful and obey all traffic laws and use common sense when traveling through populated areas. There are no checkpoints in these populated areas and you will have plenty of time to catch up before a checkpoint.

There is no excuse for violating any State of Illinois traffic law. If you are observed by law enforcement, the rallymaster, or any rally official breaking a traffic law, or you admit in any way that you broke a traffic law, especially online, you will be disqualified from the rally and possibly face CCSCC membership and event suspension.

MARCH: There are several "marches" in this rally. A march is simply a way to reduce route instructions. In a march, you turn at each opportunity to turn, alternating between left turns and right turns until you can perform the next instruction. Of course you always start a march with a left turn.

In this rally, you will be instructed to change your CAST at each turn in a march. For example, you might be asked to increase your CAST by 2 miles per hour at each left turn in a march and decrease your CAST by 4 miles per hour at each right turn in a march. This applies ONLY to turns within

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a march instruction. The panic capsule shows CAST changes at each instruction.

Special Instructions; Special instructions can be given verbally or in writing.. They take precedence over route instructions and general instructions (well, except for this paragraph.....)

Panic Capsule: You will get a panic capsule. It contains simplified route instructions and other helpful data. It costs 100 points penalty to open the panic capsule. You must hand it in at the end of the rally unopened to not be given 100 points. If you get lost, it will probably help.

Panic capsule instructions will have the same numbers as the route instructions, except turns in marches (and their associated CASTs) will be listed under the march instruction without numbers.

Checkpoints may be on either side of the road and are identified with a traditional CCSCC checkpoint sign. If the checkpoint sign is facing you when you approach the checkpoint, it is a checkpoint. A checkpoint sign will be displayed at the drivers' meeting, which will be held at 11:40 am at the 'pole'. On the checkpoint out-slip there will be a location of the out-marker. Proceed to that point and leave on your out-time. The distance between the checkpoint and the out-marker is "dead mileage", meaning it does not count as rally mileage.

At a checkpoint you should pull forward to a safe place past the checkpoint sign / vehicle to park by the side of the road and send one of the team back to the checkpoint vehicle to get your out-slip. Please do not interfere with the checkpoint crew and be especially careful to stay out of their view of the incoming cars. You cannot stop your vehicle within sight of the checkpoint vehicle nor block the entry to the checkpoint or you will be disqualified from that leg. There is no 'creeping' penalty. Please approach the checkpoint vehicle from the side that is not next to the road for your own safety. Please bring your out-slip from the previous checkpoint with you.

This rally will use phantom checkpoints. Phantom checkpoints are unmanned checkpoints that are referenced in the route instructions. You should record your in-time or calculated in-time when you encounter the referenced phantom checkpoint in the place provided on the out-slip from the last manned checkpoint. Round up to the nearest whole minute, add 4 minutes and that is your out-time. Record that out-time also. Hand in the previous out-slip at the next manned checkpoint.

The philosophy of this rally is that there are no course-following tricks of any kind. The route instructions should be interpreted as they are written. There are no plays on words, etc.

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Sometimes instructions are listed as 'redundant'. These instructions technically are not needed to follow the route, but are there to clarify the instructions. Examples are roads that are actually private or dead end, but not labeled clearly as such. Also -- some 'Y's are listed as redundant -- mostly because they might be obvious which way to go to you, but aren't to me. No tricks are intended with 'Y's.

Roads that are marked "Dead End", "No Outlet", "Private" or similarly; or roads that clearly are driveways, plant entrances, field entrances or private roads are not to be considered as opportunities. Dirt roads or roads where grass goes from one edge to the other are not opportunities. However, grass down the middle of a gravel road does not disqualify it from being an opportunity. Once you are on a road that is a valid opportunity, the appearance of grass across the road or other indicators of an invalid opportunity do not matter and the road is a valid opportunity. The decision is made at the entrance to the road.

The CAST when encountering a gravel road or section of a road that is gravel is reduced to 30 miles per hour. This takes priority over the cast you are running unless the cast you are running is lower than 30, which means that if you are running lower than 30 miles per hour when you encounter a gravel road or you have a CAST change to a lower speed as you enter the road, you should go the lesser speed. Gravel roads are all gravel and not small patches of gravel on a paved road. If a road doesn't have loose gravel on it, it is probably "oil and chip", which is not a gravel road.

The **main road rule** is "Straight as possible". All "T"s and "Y"s are approached from the base of the letter. While this is a judgement call, if, when you enter the intersection, you can tell which branch of either letter is OBVIOUSLY the most straight, you do not execute an instruction but follow the main road rule. If it is not CLEARLY OBVIOUS which is the most straight, you should execute the instruction you are working on, if you can. If you can't, you probably should determine which is straight as possible. I don't think this will be a problem on this rally.

Signs are quoted in whole or in part. Capitalization, spelling and punctuation is irrelevant. Sign quotes will always be in quotes ("A Sign").

This rally was mileageed in a 2011 Subaru Legacy, but I used a GPS enabled iPad App (Speedbox) to mileage it. It is accurate to the nearest 0.01 miles.

Scoring:

You will be scored 1 penalty point for each 0.01 minute early or late at a checkpoint (including your self-recorded in-times and out-times at phantom checkpoints) and for each 0.01 minute you are in error for a DIY leg up to a maximum of 49 points (because of the automatic delay allowance). If you miss a checkpoint

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you will be assessed 100 penalty points. Checkpoints will stay open at least 10 minutes past when you should get there if you are running on time.

AUTOMATIC DELAY ALLOWANCE: You don't have to ask for a delay allowance. It is given automatically. Delay allowances are always given in 1/2 minute intervals, so you will be scored by finding the difference between your leg time and the ideal leg time. Then it will be "normalized" by subtracting however many minutes you are late or early from your leg time. If you are still more than 0.50 minutes early or late, 50 points will be subtracted. That way no one should be embarrassed by their score, as the maximum score for any leg is 49 points! If you miss a checkpoint your score will be 100 points. Checkpoints will not stay open very long, as there is a long way to travel for the checkpoint crews,

Definitions:

Traffic Light: A traffic control of any sort that has red, green and yellow lights on it and controls traffic.

Bear: make a turn of between 1 degree and 89 degrees. Mostly this instruction is used to indicate a direction to go at a "Y" or at a curve that has a road that goes straight as the curve begins. An example might be "Bear Right at "2175N".

Onto: If you are put onto a road by name or number, you are to stay on that road, even if it turns at an intersection until you can execute the next instruction. In most cases, you will be able to see where a road goes by using the green road signs. Sometimes there may be redundant instructions telling you to stay on the road when it should be obvious. There are no tricks based on this. You should have no problem keeping on the main road.

Transit Zone: This leg is not timed and you can take as long as you want to drive this. But it is the directions to get to lunch, so I wouldn't do that.

DIY Leg: A **Do It Yourself** leg is a leg where you are asked to determine how long it SHOULD take you to traverse a leg. Whatever method you use (drive it at the speed, calculate it, guess, time it) is fine (as long as you follow the class rules -- eg NAV class can use calculators and computers, SOP can't). Record the time it SHOULD have taken you on the last outslip and hand it in at the next checkpoint.

Lunch will be at Ted's Garage and relaxed. When we are done with lunch I will announce a start time. The end of the rally will be at Monical's Pizza at Kirby and Neil St. in Champaign. You might want to have something to eat there as well as a drink.

Take 20 minutes to complete the ODO leg.

Additional instructions for the Adventure Class

This rally was originally set up for November 2010. It was to run again in November 2011. Both rallies were cancelled for lack of entrants. To remedy this problem (being experienced all over the USA by rally clubs), CCSCC added an “adventure” class to some of our events for 2012. It is a class that attempts to duplicate the old “Gimmick” rally. It is not a “TSD” event, and mostly time does not count. You can be up to 5 minutes early or late to a checkpoint with no penalty. Your score is mostly based on answering a set of questions and following the same instructions as the TSD ralliests. Here is the specific information concerning the “Adventure’ class:

1. You will be given a set of questions to answer on the rally. The questions will cover what you see along the rally route. Questions might be answered by reading signs, counting things, looking for colors of items, or, possibly, timing something. You will not have to get out of the car nor stop driving to answer questions.
2. All signs will be readable at rally speeds. You will not have to turn around to read a sign or count things.
3. You follow the panic capsule instructions (easier than the TSD instructions) while on the rally. You must not share those instructions with any TSD team or both teams will be disqualified.
4. If you are more than 5 minutes early or late to any manned checkpoint you get 1 penalty point for each minute or partial minute. Being early or late at phantom checkpoints will not give you penalty points..
5. The questions will not necessarily be in order. You do not have to answer a question before you can answer the next question. However, the questions are divided into sets for each leg. Once you enter a checkpoint, the questions that you should have answered before that checkpoint are no longer available to answer. The checkpoint crew will mark them as done. Take your question sheet to the checkpoint vehicle as you check in.
6. You should answer a question by filling in the blank as listed on the question sheet. If you did not find an answer on that leg, answer “none”. Blank answers are wrong. Please print all answers legibly.
7. You will be given one penalty point for each question that is answered wrong.
8. The last leg is a DIY leg. That is a leg where you record the time needed to traverse the leg. For the Adventure class the score from this leg will be used only to break any ties in scoring. You should drive the leg as instructed at

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the time and either record the time it takes or just guess how long it should have taken. There are no questions in the DIY leg for you to answer.

I am excited to try this class. I hope you all enjoy it and have a great time. Please feel free to comment to the rallymaster or any CCSCC board member about this rally. We want input from all ralliests.