

Yellow Line Rally 2012

General Instructions

October 14, 2012

Welcome to the Yellow Line Rally 2012. The rallymaster for today's rally is Jonathan Flora. The rallymaster cell phone is: **217 369-9962**. The rally is a straight forward TSD (Time-Speed-Distance) event with no intentional traps. 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.

If you get hopelessly lost and you've not seen any checkpoints by 4:45 pm, find your way to Monicals in Urbana.

Main Road Rules:

Primary Main Road Rule: CENTER LINES (Center Lines on Pavement)

The Main Road is determined by following the center lines on the road. The center lines are either white or yellow and are either continuous or dashed.

The Primary Main Road Rule of CENTER LINES is to be applied only when specifically directed in the route instructions. If instructed to leave a road with CENTER LINES then follow the secondary main road rule until directed to follow the CENTER LINES in the route instructions.

Secondary Main Road Rule: Straight as Possible. This means to go straight (or essentially straight) through intersections at which you cannot execute an instruction. This Main Road Rule is not to be applied at a T or Y. If the instruction you are working on can not be executed when you get to a T, you are lost. Start again from the last place you knew you were on course.

Route Following Priorities:

1. Verbal Instructions given at checkpoints.
2. Special Instructions on Outslips.
3. Numbered Route Instructions.
4. Main Road Rules.

Signs: Information in the Route Instructions 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 major part of the sign will be quoted. Disregard any spacing between the numeric and letter parts of county road signs (i.e., 1000E, 1000 E, and 1000 E will be quoted as "1000E"). Multiple signs on one pole may quoted either altogether or only one of the multiple signs may be quoted. There are no intentional traps based on spelling. Note signs may be referanced for reasurance purposes only.

Starting Point and Time: The starting point of the rally is on south side of column "F" heading east of the Urbana Mejer parking lot. Your starting time is 2:30pm plus your car number in minutes. Thus car 1 starts at 2:31pm, car 2 at 2:32pm, etc.

End Meeting Point: Monical's Pizza, in the SE corner of the intersection of Philo and Windsor roads in Urbana IL.

Odometer Comparison Section: The odometer comparison section (Route instructions 1 through 12) is so that you may compare you odometer to the rallymaster's. This rally was mileageed in a 2003 Subaru Outback with warm radial tires under simulated rally conditions using an Alfa Club Odometer using the VSS as input. This vehicle measures 10.00 miles in 10 interstate miles. It is advisable to reach the ODO point before your CZT as the timed portion begins after the ODO.

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Car Zero Times: This rally is intended as a basic beginning TSD rally. The primary goal of a beginning ralliest is to stay on course, even more challenging after dark. The second goal is to understand how to stay on time. With this rally you hopefully will be able to stay on course and with the Car Zero Time listed for each route instruction it should help teams learn how to manage CAST adjustments for driving style and performance. So to use the Car Zero Time if you are car #6 and instruction 18 reads **2:48.27 Left at T CAST 40** you would want to complete that turn at 2:54 pm and 16.2 seconds. Note Car Zero Time enables easy estimation of delays in the event of a short "off course excursion". A good practice for the navigator is to note the time between instructions to make the driver aware of short intervals between instructions.

Delay Allowances: To encourage safe and legal driving in the face of unforeseen circumstances Delay Allowance Requests are allowed for any reason at all for each leg of rally. Delay Allowance Request forms are provided and must contain the following information: Car number, leg and amount of time requested. Time requested must be one of these amounts (minutes and hundredths) 0.50, 1.50, 2.50, 3.50, 4.50, 5.50. Half minute increments help to ensure that you do not "drive on the same minute" as a fellow competitor. For delay requests greater than 5.50 contact the Rallymaster by phone to find out if checkpoints can be held open.

In the event of traffic or unsafe conditions at the checkpoint delay requests for the exact amount of time can be made.

Incomplete or illegible requests will not be honored. Delay Allowance requests must be submitted before you receive an outslip for the leg.

Controls (Checkpoints): Controls may be on either right or the left side of the road. The checkpoint vehicle can be on either the right or left side of the road. The Open Control checkpoints will be marked by a "CCSCC ✓." sign which will be facing you as you approach the checkpoint.

Checkpoint Procedure: Pull past the checkpoint sign in a safe manner and park your car. **DO NOT BLOCK THE ROAD AT ANY CONTROL!** When exiting your rally car, watch for other oncoming traffic and rally vehicles. One member of the rally team must: 1) walk back to the checkpoint vehicle 2) turn in the previous outslip, and 3) pick up a new outslip. **READ THE OUTSLIP COMPLETELY AND CAREFULLY.** No matter how late you arrive at a checkpoint, you get a fresh start when you leave it.

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 total leg miles** for the leg just completed including mileage to the next outmarker, 7) **Oops mileage** for the next leg (if you drive this many miles without seeing a checkpoint, you're lost), 8) **Next instruction** to be executed, 9) **CAST** for the start of the next leg, 10) **The outmarker** (the starting point for the next leg), 11) **Special instructions** if needed, 12) **Details of the leg just completed** and 13) **CZT Offset** is an optional field to inform the team and following checkpoint crews of a change in the team's "running" CZT. For example if car 3 is late to a checkpoint and missed the planned CZT starting time for the next leg it might be assigned a CZT offset of 11. Car 3 would then add 11 minutes to the CZT to determine leg running time.

Scoring: 1 point for each .01 minute early or late at a checkpoint up to 200 for missing a checkpoint.

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300 points additional penalty or possible disqualification for illegal or reckless driving, interfering with checkpoint operation, unsportsmanlike conduct. This is assessed at the discretion of rally officials.

100 points additional penalty for stopping or creeping in sight of a checkpoint. This is assessed at the discretion of rally officials.

Opportunities: All public roads except those that are dirt and/or grass exist as opportunities to travel on tonight's rally. Roads that are marked PRIVATE, KEEP OUT, NO TRESPASSING, NO OUTLET, DEAD END, ROAD CLOSED, DO NOT ENTER, etc. do not exist as opportunities. Roads that are clearly dead ends, or end in a garage, factory, farm field, or parking lot do not exist as opportunities. Roads that are clearly private or illegal to enter do not exist as opportunities. The parking lots and entrance to Mejier's and Monical's do exist.

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** At the opportunity closest to the given sign or landmark. CASTs are to be done at the apex of turns. CASTs at signs or landmarks are to be done when your rally vehicle is even with the sign or landmark.
- CAST** Change Average Speed To the given number in miles per hour.
- CREEPING** Approaching a checkpoint within sight of the checkpoint at a speed of 10 miles per hour or less.
- JOG** To make a short turn through an intersection in order to continue in the same direction of travel. The use of this term maybe redundant
- LEFT** A turn to the left of from 1 to 179 degrees off the current main road onto an opportunity. It now becomes the main road.
- RIGHT** A turn to the right from 1 to 179 degrees off the current main road onto an opportunity. It now becomes the main road.
- RRX** Railroad crossing; the road you are traveling on must cross over the tracks at track level.
- RXR** an official round sign that precedes an RRX.
- Stop** An official octagonal sign that requires your rally vehicle to stop.
- T** A junction having the general shape of the letter T as approached from the base. It is not possible to go straight at a T.

All other terms found in the route instructions, but not defined here will be used as commonly understood. Note information contained within parenthesis in the route instructions is for additional referance only and not required to complete the instuction.

OOPS Mileage:

The OOPS Mileage for Leg 1 is 17 miles. Note: This includes the ODO Comparison Section.

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Car Number: _____ Leg Number: _____

Time delay in minutes claimed (Circle one): 0.5 1.5 2.5 3.5 4.5 5.5

Checkpoint entry delay: _____

Car Number: _____ Leg Number: _____

Time delay in minutes claimed (Circle one): 0.5 1.5 2.5 3.5 4.5 5.5

Checkpoint entry delay: _____

Car Number: _____ Leg Number: _____

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