



Welcome to the 2012 Monticello Monte Road Rally. This event is a TSD (Time/Speed/Distance) rally with no intentional traps. It abides by the April 2001 Champaign County Sports Car Club Rally Code except 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 master is Gary Patrick, cell # **217-841-4761**. This phone number is printed at the bottom of each page of the Route Instructions for your convenience.

SCHEDULE OF EVENTS:

Registration	12:00 – 12:30
Rookie Meeting	12:40
Drivers and Navigators Meeting	12:50
First Car Off	13:01
Mid-Rally Break	14:45 -15:05 (approximate Car Zero Time)
Car #1 Arrives at End Meeting Point	16:32 (approximate)

START facing south at the “Start” sign at the south exit of the Subaru of Champaign County parking lot at 13:00 + your car number in minutes. You have 30 minutes to complete the **Tire Warmup Zone** and **Odometer Comparison Zone**

ENDING MEETING POINT: El Toro Restaurant at 112 South Charter on the Courthouse Square in Monticello, IL. Car # 1 should arrive at approximately 16:32. All cars should arrive by 17:00.

LOST: If you get lost, contact the rallymaster then make your way to Monticello. If you can get to the downtown Mobile Super Pantry (at the intersection of Center and Market, not the one at Iron Horse Place) by ~15:15, head south on Market (towards Hardees) and pick up the second half of the rally at instruction # 54. If you get lost after the break or don't get to Monticello by ~15:15 you can proceed to the End Meeting Point, El Toro on the Courthouse Square. Other contestants should start arriving shortly after 16:30. If you choose to withdraw from the rally at any point, please contact the rallymaster.

CHECKPOINT PROCEDURE: This Rally will use passage style controls. You **should not stop** at any checkpoint.

TIME ADJUSTMENT REQUESTS: This rally will use Automatic Time Allowances for delays. If you are delayed for any reason you should attempt to resume the rally at a standard delay interval (0.5 minutes, 1.5 minutes, 2.5 minutes, 3.5 minutes, etc.) behind your calculated time. Your score on each leg will automatically be adjusted to your benefit by applying the most advantageous potential standard delay interval. You will not have to turn in a delay slip for a standard delay. If you get more than 5.5 minutes behind schedule, please contact the rally master.

If you are delayed at or near the checkpoint in a manner that precludes you from benefiting from your time being adjusted by a standard delay interval, you may turn in a delay slip to the rally master or assistant rally master at the mid rally break and/or the End Meeting Point. Delay slips will be attached to the end of these General Instructions. Requests for delays must be received before the team is issued any recap or score card.

SCORING:

- 1 point for each .01 minute early or late at a CHECKPOINT up to 50 points for all classes.
- “Max Penalty” (50 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.
- “Max Penalty” (50 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 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 gravel 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. Any road that is obviously dirt or grass 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 in this rally.

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 may both be quoted as either "1000 E" or “1000E”). Rural house number signs and signs on mailboxes will not be used.

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.

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** and **CZT**(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.

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. A speed change associated with a turn will be done at the apex of the corner unless a STOP sign is present which requires the rally vehicle to stop, then it will be done at the STOP sign.

CHECKPOINT: a “✓.” sign on either shoulder of the road. A checkpoint vehicle will be in the vicinity. The checkpoint vehicle may be on either side of the road. (see example sign at Registration).

CZT: Acronym for “**Car Zero Time.**” The time at which a theoretical car number “0” would commence from the indicated location. Your should commence from the indicated location at at CZT plus your car number in minutes. (example: if CZT = 14:30 then Car # 1 commences at 14:31, Car # 2 commences at 14:32, Car # 3 commences at 14:33, etc)

Free Zone: A section of the rally where there will not be any **CHECKPOINTS**.

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 5 through Route Instruction 14. You may use the **Odometer Comparison Zone** to compare your odometer to the rally master’s. The course was measured with an Alfa Club odometer fed by the factory Vehicle Speed Sensor Signal in a 2006 Subaru WRX. Distances at CAST Changes and Checkpoints were measured to the 1/1000th of a mile, even if the “Official Mileage” shown on the Route Instructions may not include all significant digits.

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); or
 - D. illegal to enter.
- DI.

Right: 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

Slant T: See T












STOP: An official octagonal red sign at which a competing 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 **Slant T** is a variant of the **T** intersection where the intersecting road is oriented substantially different from perpendicular to the road from which the intersection is approached.

Tire Warmup Zone: A short section at the beginning of the rally (instructions 1-5) to allow the competitors' tires to come up to operating temperature before beginning the **Odometer Comparison Zone**.

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

CZT hh:mm.xx	O/M	NRI	TULIP	INSTRUCTION	CZT hh:mm:ss
13:30.00	10.000/ 0.000	14		End Odometer Comparison Zone at "Odo". CAST 40. CZT = 13:30.	13:30:00
13:34.04	2.70	15		Right at T. CAST 35.	13:34:02
13:34.94	3.22	16		Left at T.	13:34:56
13:36.51	4.14	17		Left at XXXX E.. CAST 45.	13:36:30
13:47.34	5.56	18		Left at XXXX N CAST 33.	13:38:20
13:49.76	13.59	23		JOG Right at XXXX E.	13:49:45
13:51.09	14.59	24		CAST 24 at "Reduce Speed".	13:51:05
13:51.57	14.78	25		Right at STOP (000 E). CAST 38.	13:51:34
13:54.39	16.57	26		Right at Y. CAST 40.	13:54:23
13:58.24	19.135	29		CAST 38 at "Random Road".	13:58:14
14:00.13	20.33	30		Right at Slant T.	14:00:08

DELAY REQUEST

Car Number: _____

Checkpoint #: _____ OR between instructions _____ & _____
(if you don't know CP #)

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

**NOTE: This Rally uses automatic timing adjustments. If you are on a standard delay (0.5, 1.5, 2.5 minutes, etc) you do not need to submit a delay request. Delay request should only be used when you've had a delay at or near the checkpoint that precludes you from benefiting from a standard delay interval (example: local traffic impedes your progress at the checkpoint).*

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