

Welcome to the 2015 Winter Rally II. The rallymaster for today's rally is Jonathan Flora. The rallymaster cell phone is: (217) 372-0516. The rally is a straightforward 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 found any checkpoints by 1:00 pm, find your way to the Road Ranger on US 36 in Tuscola IL (west of the I57 exit) The GPS coordinates are: 39.7919, -88.2683

Main Road Rule: The Main Road Rule for the rally is **Straight as Possible**. This means to go straight (or essentially straight) through intersections at which you cannot execute an instruction. If the instruction you are working on can't 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) Route Instructions.
- 4) Main Road Rule.

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 be quoted either altogether or only one of the multiple signs may be quoted. There are no intentional traps based on spelling.

Starting Point and Time: The starting point of the rally is at "CCSCC ✓" at the south entrance of Subaru of Champaign County NRI 1. Your starting time is 11:00 am plus your car number in minutes. Thus car 1 starts at 11:01am, car 2 at 11:02am, etc.

Mid-rally Meeting Point: Road Ranger on US 36 in Tuscola IL (west of the I57 exit) The GPS coordinates are: 39.7919, -88.2683 (arrive approx 1:15 pm to 1:30 pm)

End Meeting Point: Jupiters at the Crossing 40.081642,-88.296676 (arrive approx 3:15 pm to 3:40 pm)

Odometer Comparison Section: The odometer comparison section (Route instructions 1 through 13) is so that you may compare your odometer to the rallymaster's. This rally was mileageed in a 2003 Subaru Outback with radial tires under simulated rally conditions using a Timewise 798A using the VSS as the sender. This vehicle measures 10.00 miles in 10 interstate miles.

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. 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 and 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 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, and 12) **Details of the leg just completed**.

Scoring:

- 1:** point for each .01 minute early or late at a checkpoint up to 200 or missing a checkpoint.
- 300:** points additional penalty or possible disqualification for reckless driving, interfering with checkpoint operation, unsportsmanlike conduct, or a moving violation (ticketed or not). 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 this 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, wind turbine, farm field, or parking lot do not exist as opportunities unless listed in the route instructions. Roads that are clearly private or illegal to enter do not exist as opportunities.

Winter Speeds: In the event of degraded road conditions rally officials may initiate an automatic lowering of CAST speeds verbally or in writing on outslips. If initiated all CAST are to be reduced by 10 unless lower than 31 where a reduction of 6 is to be used. Rally outslips are calculated for both options. The rally may end at the mid-point if road conditions continue to degrade or be postponed/canceled if roads conditions are unsafe at any point.

OOPS Mileage: The OOPS Mileage for Leg 1 is 19 miles including the ODO Comparison Section.

Definitions:

AFTER: 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 perpendicular to the sign or landmark.

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 perpendicular to 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.

CROSSROAD: An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead

JOG: A turn at a T (right or left) followed by a turn in the opposite direction in a short distance used for an offset intersection or where SAP may be in doubt at a crossroad, often where the right of way may nearly overlap but the road surfaces do not.

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.

LOST: A team is lost if they cannot complete another numbered route instruction (NRI) within 5 miles of the completion of the prior route instruction or they exceed the OPPS mileage (not including any off course mileage). Contact the rallymaster for guidance to the next checkpoint.

MARCH: 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 or the end of the march is reached (if instructed). Of course you always start a march with a left turn.

OVERPASS: Road you are traveling on crosses over an obstacle (other than a river or stream).

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.

STOP: An official octagonal sign that requires your rally vehicle to stop.

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.

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.

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Y: An intersection of exactly three roads having the general shape of the letter Y as approached from the base by the contestant. It is not possible to execute the instruction STRAIGHT at a Y.

All other terms found in the route instructions, but not defined here will be used as commonly understood.

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 in exact minutes and hundredths: _____

Car Number: _____ Leg Number: _____

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