

Friday Night Right's

GENERAL INSTRUCTIONS

Welcome to the 2015 "Friday Night Right's". This event is a TSD (Time/Speed/Distance) Rally. While there are no intentional traps, this event does have a slightly more advance navigation concept than their usual CCSCC Road Rally (see the "Main Road Rules" section of these General Instructions). It abides by the [April 2001 Champaign County Sports Car Club Rally Code](#), except as amended herein. You should not need to refer to that document since most or all of the information needed to successfully complete this rally is contained in these General Instructions. The rallymaster 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.

REGISTRATION LOCATION: Subaru of Champaign County, 1402 N Dunlap (Rt 45), Savoy, IL, 61874

SCHEDULE OF EVENTS:

Registration	6:30 - 7:10 p.m
Briefing	7:20
First Car Off	7:31
Car #1 Arrives at End Meeting Point	10:00 (approximate)

START facing towards the Savoy 16 Theatre at the "STOP" sign at the west exit of the Subaru of Champaign County parking lot at 7:30 p.m. + your car number in minutes. You have 20 minutes to complete the **Odometer Comparison Zone**.

ENDING MEETING POINT: Buffalo Wild Wings, 1335 Savoy Plaza Drive, Savoy, IL, 61874. First car should arrive at approximately 10:00. All cars should arrive by 10:30.

LOST: If you encounter a green "OC" sign (see example at registration), you are off course. Return to the previous intersection and re-evaluate. If you go more than 5 miles without executing a Route Instruction, you are off course. If you find yourself lost and unable to recover, contact the rallymaster at **217-841-4761**. An effort will be made to direct you back on course.

CHECKPOINT PROCEDURE: Pull past the Checkpoint and park on the right side of the road. One team member from each vehicle must go back, in the order their vehicle arrived, to the Checkpoint to report their car number, turn in a request for a Time Allowance if applicable, and pick up a Checkpoint Slip. The Checkpoint Slip will tell what and where the Out Marker is, when to leave from it (Out Time), what to CAST, and what the Callback Mileage is for the next Leg. It will also include a recap of the ideal calculated time for previous leg and may contain Special Instructions and/or other information. No matter how early or late you arrive at a Checkpoint you get a fresh start when you leave it.

TIME ALLOWANCES: If you get off course or are delayed for any reason, you may request a Time Allowance before receiving your checkpoint slip for the leg. Generally the request should be made for increments of one minute beginning with one-half minute (i.e. ½ minute, 1½ minutes, 2½ minutes, etc.). Each team will be allowed up to a total of 19.5 minutes of accumulated Time Allowance without penalty. If you think you may be more than 5 minutes late to a Checkpoint, please call the rallymaster at **217-841-4761**.

Occasionally contestants may be delayed at or in the vicinity of the Checkpoint. To avoid unsafe conditions, Time Allowances may be taken for the exact amount of the delay in these circumstances and the rally team shall cross the timing line without creeping. Time Allowance Requests for under 0.5 minutes will not count against the 19.5 minute limit described above.

Forms for requesting a Time Allowance are on the checkpoint slips and on the last page of these instructions.

SCORING:

- 1 point for each .01 minute early or late at a Checkpoint up to 200 points.
- 200 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).
- Creeping shall be defined as stopping or driving less than 10 mph within sight of a Checkpoint. If the Checkpoint crew observes you creeping, they will signal you by flashing their headlights and/or honking their horn. If you fail to respond to such signal by immediately accelerating to a speed of at least 10 mph you will be assessed a penalty of 100 points.

AWARDS: Awards will be given to the winning teams in each of the three following CCSCC classes: Navigational, SOP, and Novice

ROUTE-FOLLOWING PRIORITIES:

1. Special Instructions (oral or written)
2. Route Instructions
3. Follow the Main Road

MAIN ROAD RULES: The **Main Road** is established so that instructions aren't needed at every intersection. The **Main Road Rules** for today's rally are:

- ***Straight As Possible***
- ***Right at T***

Straight As Possible is defined as follows:

The Main Road is the road that appears to go as directly ahead as possible through an intersection. At any intersection at which you aren't instructed to take a different road ("Left" or "Right") you are to continue directly ahead to stay on the Main Road. This Main Road Rule cannot be executed at a T or an Y. The determination of which road is most nearly directly ahead is made at the intersection in question; roads are judged upon their merits as you enter the intersection, not upon how they look as you approach the intersection.

Right at T is defined as follows:

At a T intersection, the Main Road is the Road which departs the intersection to the Right. At any T at which you are not instructed to go "Left", you are to continue to the Right to stay on the Main Road.

See the "Offset Intersection Clarifications" section for more information on determining whether or not an offset intersection constitutes a T.

ROADS: Only paved, public roads will be used. 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 except as Out Markers.

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. Information in parentheses in the Route Instructions shall be considered advisory but is not essential for the successful completion of the Rally.

DEFINITIONS:

At: "In the vicinity of" for actions that direct a course of travel; "even with" for speed changes.

Before: Any navigational aid used in conjunction with the word "Before" shall be clearly visible from the last possible junction, intersection, etc. of the instruction execution.

Callback Mileage: A distance from the Out Marker within which the rally team should encounter a Checkpoint. A team exceeding the Callback Mileage without encountering a Checkpoint is off course. The Callback Mileage from the "ODO" marker at the end of the OCZ to the first Checkpoint is 15 miles. The Callback Mileage for subsequent legs will be noted on the Checkpoint Slips from the preceding leg.

Car Zero Time (or CZT): The time at which a theoretical car number "0" would commence from the indicated location. Teams should commence from the indicated location at at CZT plus their car number in minutes. Example: if CZT = 7:50 then Car # 1 commences at 7:51, Car # 2 at 7:52, Car # 3 at 7:53, etc.

CAST: Acronym for "Change 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 or YIELD sign is present which controls the rally vehicle, then it will be done at the STOP or YIELD sign.

Checkpoint: a " ✓. " sign on the right shoulder of the road. A checkpoint vehicle will be in the vicinity. See example sign at Registration.

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.

DIYC: Do It Yourself Checkpoint. Details of how to complete the DIYC will be in the Special Instructions of the Checkpoint Slip from the preceding leg.

Leg: A timed segment of the Rally which begins at the Outmarker (or "ODO" sign for leg one) and ends at the following Checkpoint.

Left: Turn to the left of from 1 to 179 degrees from the Main Road.

Odometer Comparison Zone (or OCZ): The portion of the rally from Route Instructions 1 through 7. Teams may use the OCZ to compare their odometer to the rally master's. The course was measured in a 2015 Subaru WRX using an Alfa Club odometer tapping the oem Vehicle Speed Signal. Distances at CAST changes and Checkpoints were measured to the 1/1000th of a mile.

Official Clock: An **Official Clock** will be prominently displayed at the registration table. Any other clocks used for official timing will be subsequently synchronized to the **Official Clock**. While a good faith effort will be made to synchronize the **Official Clock** to WWV time, any discrepancy is unintentional and not protestable.

Out Time: The time assigned to the team to begin a new leg of the rally. An Out Time will be noted on the Checkpoint Slip from the previous leg.

Out Marker: The landmark which signifies the location from which a team is to begin a new leg of the rally. A description of the out marker, as well as an official mileage and incremental Mileage (from the Checkpoint timing line) will be noted on the Checkpoint Slip from the previous leg. You should reset your odometer at each **Out Marker**.

Pause: To delay for a specified time. The number after the word "Pause" will indicate how many 1/100ths of a minute the rally team should delay. Example: "Pause 25" indicates to delay for 0.25 minutes.

Right: Turn to the right of from 1 to 179 degrees from the Main Road.

RRX: Railroad crossing; the road you are traveling on must cross over the tracks at track level.

Sideroad: An intersection of exactly three roads where one road goes generally ahead and another road goes to the left or the right, but not both.

STOP: An official octagonal red stop sign at which a competing rally vehicle is obliged 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 As Possible" at a T.

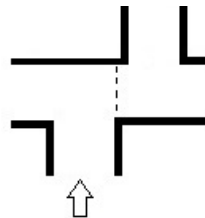
YIELD: An official triangular yield sign at which a competing rally vehicle is obliged to yield.

OFFSET INTERSECTION CLARIFICATIONS: At times, it may seem unclear whether an offset intersection is a **T** or a **Crossroad**. The following clarifications are presented to assist the rally team in making that determination:

-If a Double-Arrow Road Sign (example below) is installed at the intersection and obviously meant to be applicable to vehicles approaching the intersection from the same direction as the Rally route, the intersection will automatically be considered a **T**, regardless of the magnitude of offset. It is not possible to execute *Straight As Possible* at a **T**.

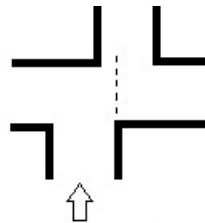


-If the offset of the intersection is greater than the width of the approach road (example below), the intersection shall be considered a **T**, regardless of whether or not an applicable Double Arrow Road Sign, as described above, is present. It is not possible to execute *Straight As Possible* at a **T**.



Offset is more than the width of the approach road, intersection is considered a **T**

-If the offset of the intersection is less than the width of the approach road (example below), and no Double Arrow Road Sign is applicable as described above, it shall be considered a **Crossroad**. It is possible to execute *Straight As Possible* at a **Crossroad**.



Offset is less than the width of the approach road, intersection is considered a **Crossroad**

TIME ALLOWANCE REQUEST

Car # _____ Leg # _____

We request the following standard Time Allowance for this leg (circle one):

0.5 min 1.5 min 2.5 min 3.5 min 4.5 min 5.5 min 6.5 min 7.5 min 8.5 min 9.5 min 10.5 min

AND/OR:

We were delay at or near the checkpoint and request a Time Allowance of exactly 0. _____ minutes