

# HOOSIER CROSSROADS NATIONAL RALLY

JULY 15, 2017

- I.** This event will be conducted in full compliance with the 2017 SCCA Road Rally Rules (RRR's) as supplemented by these General Instructions. Contestants are expected to be completely familiar with the RRR's. The RRR's may be downloaded at SCCA.com or be ordered in print from Amazon.com.
- II. Schedule:**
- |                  |   |
|------------------|---|
| 7:30 – 9:15 AM   | Registration at Holiday Inn Express in Greenwood, IN (headquarters) |
| 9:31 AM          | Car # 1 receives route instructions in meeting room.                |
| 10:00 AM + Car # | Start Rally   |
| 7:00 PM + Car #  | Should Arrive at German-American Club in Greenwood                  |
| 8:00 PM          | Awards at German-American Club in Greenwood (or sooner)             |
- III. General:** Page one and two of these general instructions apply to all competitors. Page three applies only to those competitors running in the **Tour** category. Page four applies only to those competitors running in the **Course** category. We recommend discarding the pages that do not apply to you! Page five will be addendum items for everyone.

Both members of a crew must appear (not necessarily together) at registration. They must present membership cards, driver's license, complete any missing information from the entry form, and sign the waiver form.

Vehicle inspection, as provided by Article 13 of the RRR's will be self conducted. Your equipment may be checked at any time for the class in which you registered.

Questions concerning these GI's may be submitted in writing to Charles Hanson, 1014 E. Brunswick Ave. Indianapolis, IN 46227 or by email to [dtegh8@gmail.com](mailto:dtegh8@gmail.com) prior to 5 PM on July 12. Please word your questions so that they may be answered by a "Yes," "No," or "Does Not Occur."

County police in Johnson, Brown, and Morgan counties have been informed of this rally and where it will be run. Seat belts are required. Right turns are permitted at a red light after a complete stop. We strongly recommend that rally cars run with full headlights at all times.

Official Observers and Claims Committees will be listed in the Addendum (page 5) in the registration packet.

The course was measured with a 1998 Ford Contour SVT shod with 205R55 x16 Nokian WR-G3 tires. The odometer was a Timewise 798A with input received from the left rear (undriven) wheel. Weather conditions during measurement were mostly cloudy with light rain. Temperatures ranged from 66 to 69 degrees. Where mileages are stated, or speed changes are required, they are referenced to:

- A: the referenced sign.
- B: the stop sign or white line on the road, whichever is closer to the intersection.
- C: the near edge of the intersection (where the edge of the intersecting road meets yours).

The course was measured to a precision of 0.001 miles and all calculations were based on these mileages. In general, leg times were adjusted to be in the middle of the hundredth (not always possible for DIYC's). Times will be taken with pneumatic hose triggers.

- IV. Signs:** Signs are a crucial component of any set of instructions. Quotation marks are used to indicate text quoted from a sign. Spelling and spacing of the sign must match that which is referenced. Separate signs on a common support are separate signs.

- V. Landmarks:** Landmarks may be referenced by partial name. The landmark OLD VAIL RD may be referenced as OLD, OLD VAIL, VAIL RD, OLD VAIL RD, but not as OLD RD or OL. A landmark must be identified by a sign, defined in the Glossary, or the NRI must include an official mileage.
- VI. Time Allowances:** Time allowances may be taken in 1.0 minute increments starting at 0.5 minutes up to a maximum of 19.5 minutes from each time or day restart.
- VII. Glossary:** The definitions below supplement, or supersede those found in Article 27 of the RRR's.
- AT** In the vicinity of for actions which direct a course of travel. When referencing a sign, it means the intersection that the sign defines or controls. (sanction exception)
- AFTER** Past, in the direction of travel, the referenced object.
- BFZ** Begin Free Zone (there are no open controls in a free zone)
- DELTA** An intersection with an untraveled section within it. Any intersection containing one or more deltas where the shortest side is less than 0.1 miles is a single intersection.
- DIVIDED HIGHWAY** A two way roadway where the traffic lanes are separated from each other by a median. It must be encountered at grade level! (see Article 23 B)3) and Article 25 B)4).)
- EFZ** End Free Zone (means that it is necessary to be on time; i.e. running the CAST.)
- INST #** Instruction Number or Numbered Route Instruction (N.R.I.).
- JOG** An intersection of roadways in the form of a T (see below) where there is a nearly immediate opportunity to return to the original direction of travel. Example: Jog Left would involve a Left @ T followed immediately by a turn to the right. It is not possible to go straight through a jog.
- SAP (Straight As Possible)** For ALL competitors: Means the road that leaves an intersection which requires the least amount of steering wheel input to take.
- SLEFT** Straight or Left – we weren't exactly sure which to call it.
- SRIGHT** Straight or Right – we weren't exactly sure which to call it.
- TIME OF DAY RESTART** At this location competitors leave at the specified time plus their car number in minutes.

## HOOSIER CROSSROADS – TOUR CATEGORY

- I. INSTRUCTIONS:** All competitors will be using the same route instructions. (But be alert to the fact that “.” (periods) in the line of an instruction designate a separation that can make the line multi-part as well. You have to execute all parts in the order given.)

Example: LEFT ON SMITH. CAST 35 AT “40.”

- II. COURSE FOLLOWING:** Follow the course using the conventions defined in Article 22 and 23 of the RRR’s. Note that there is one instruction that violates Article 22 D) for off-course stoppers. It is noted parenthetically in the route instructions!

The route following priority list is given in Article 22 A).

- III. CONTROLS:** This event will use both OPEN and DIYC controls.

**DIYC** controls will be identified in the route instructions. Enter your calculated arrival time on your current time slip. On a second time slip, enter your out time for the next leg. This out time is your in time plus exactly two minutes. Remember to zero your odometer!

**OPEN** controls will be marked by an orange sign. Drive past the sign and pull over safely near the control car. Turn in your time slips (for any DIYC and this leg). You will be given the yellow copies of the time slips plus critique slips for the legs that you have just completed. Read the critique slips carefully!! In addition to telling you the information about the previous legs, they will tell you how to find the out-marker (which is where you will zero your odometer and start the next leg), and possibly other pertinent information about the next leg. You will also be given a new time slip for the next leg with your out time.

- IV. SCORING:** One point for each hundredth of a minute early or late up to a maximum of 50. 25 points for slowing below half the operational CAST (creeping), or for stopping within sight of the open control without a working instruction to do so.

Ties will be broken on the basis of the most zeros, followed by the most ones, etc.

## HOOSIER CROSSROADS – COURSE CATEGORY

- I. INSTRUCTIONS:** All competitors will be using the same route instructions. Follow the course using the conventions defined in Article 22 and 23 of the RRR's including the priority list in Article 22 A).(sanction exception) Do not use Articles 24 and 25 under circumstances, you will get lost.
- II. COURSE FOLLOWING:** Note that there is one instruction that violates Article 22 D) for off-course stoppers. It is noted parenthetically in the route instructions! Timing is adjusted by the FRAP rule!  
**FRAP Rule (Frequently Recurring Automatic Pause):** Any time that the NRI causes you to travel on the main road as defined below, pause 40 hundredths of a minute.  
**Main Road:** Every intersection has a main road leaving it. There are four determinants for the main road. They are labeled "1", thru "4". At each intersection, evaluate these in order and use the first one that applies. (And remember; they will not get you lost because they only affect the application of the FRAP rule.)
- "1" ONTO** When the NRI includes this term to direct you to travel a road by name or number, that road becomes the main road until you enter the next open control. Prefixes and suffixes are irrelevant in determining the applicability of this term. (Sanction Exception)
  - "2" PROTECTION** The Main Road is that single road leaving the intersection that does not have a Stop or Yield sign controlling its traffic.
  - "3" Left at T** The Main Road is the road that goes to the left if you are executing an even numbered instruction. **Right at T** The Main Road is the road that goes to the right if you are executing an odd numbered instruction.
  - "4" Straight as Possible** The Main Road is the road that requires the least amount of steering wheel deflection to drive on. Hopefully this will be obvious. There are no close calls!
- III. CONTROLS:** This event will use both OPEN and DIYC controls.
- DIYC** controls will be identified in the route instructions. Enter your calculated arrival time on your current time slip. On a second time slip, enter your out time for the next leg. This out time is your in time plus exactly two minutes.
- OPEN** controls will be marked by an orange sign. Drive past the sign and pull over safely near the control car. Turn in your time slips (for the DIYC and this leg). You will be given the yellow copies of the time slips plus critique slips for the legs that you have just completed. Read the critique slips carefully!! In addition to telling you the information about the previous legs, they will tell you how to find the out-marker (which is where you will zero your odometer and start the next leg), and possibly other pertinent information about the next leg. You will also be given a new time slip for the next leg with your out time.
- IV. SCORING:** One point for each hundredth of a minute early or late up to a maximum of 100.  
 25 points for slowing below half the operational CAST (creeping), or for stopping within sight of the open control without a working instruction to do so.  
 Ties will be broken on the basis of the most zeros, followed by the most ones, etc.

**HOOSIER CROSSROADS – ADDENDUM****OFFICIAL OBSERVER AND CLAIMS COMMITTEES:**

<b><u>CAPACITY</u></b>	<b><u>TOUR RALLY</u></b>	<b><u>COURSE RALLY</u></b>
OFFICIAL OBSERVER	Jim Heine	Fred Rosevear
EQUIPPED CLASS	Jim Crittenden	Stu Helfer
EQUIPPED CLASS	Lois Van Vleet	Bob DeMeritt
STOCK CLASS	Jessica Toney	Jim Wakeman, Sr.
RALLY COMMITTEE	Craig Beidleman	Wendy Harrison
RALLY COMMITTEE	Dick Powell	Sam Crites

**SANCTION EXCEPTIONS:**

<b><u>TOUR RALLY</u></b>	<b><u>COURSE RALLY</u></b>
Article 16 C) Controls in no passing zones	Article 16 C) Controls in no passing zones
Article 17 B) OCZ is 11.907 miles	Article 17 B) OCZ is 11.907 miles
Article 22 D) “off-course stopper	Route following priority per Article 22 A)
	Rally uses Articles 22 and 23 for course following
	Article 24 C) “Onto” definition
	Article 24 C) “variable T rule
	Article 25 – not used at all!
	Article 27 “AT”