

JUNE REGIONAL RALLY

June 11, 2017

- I. Schedule:**
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| 12:00 – 12:45 PM | Registration at Speedway Gas in Nashville, IN |
| 12:45 PM | Safety Meeting and receive route instructions |
| 1:00 PM + Car # | Start Rally |
| 5:00 PM + Car # | Should Arrive at Las Chalupas in Bargersville, IN |

- II. General:** This event is a Championship event counting towards the 2017 Sports Car Club of America National Rally Championships in whichever category you choose to compete. The foregoing statement should not intimidate any novice. Every effort has been made to ensure that you will be able to drive the course. These general instructions contain the information that will allow an alert team to score well on this event.

Page one and two of these general instructions applies 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, if needed.

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 partly cloudy with temperatures in the low 80's. Where mileages are stated, 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).

- III. Roads:** The following roadway types do not exist: private roads, alleys, driveways (except the Start and Finish location). Unpaved roads are used sparingly, but they always exist.

- IV. Instructions: All competitors will be using the same route instructions.**

Execute each numbered route instruction (N.R.I.) in ascending numerical order beginning with INST # 1.

Execute each instruction at the first valid occasion to do so.

Information in parentheses may be helpful, but is NOT part of the instruction.

Any action (passive as well as active) taken in regard to an instruction is an execution of that instruction.

There are questions printed between many instructions. See the specific page for your category of competition to learn how to treat these. (This line will probably be deleted for the National)

- V. 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.

Signs may be anywhere except those which would require a backward look. Separate signs on a common support are separate signs.

Don't split or conjoin words or numbers. That is, do not take HAM or HAT out of HAMILTON or 4 out of 45. A further example is: do not conjoin FIR ST into FIRST.

VI. 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.

Different roadway names designate different roadways.

A landmark must be identified by a sign, or defined in the Glossary.

VII. Glossary:

- 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.
- AFTER** Past, in the direction of travel, the referenced object.
- BFZ** Begin Free Zone (there are no open controls in a free zone)
- CAST** Change Average Speed To
- 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.
- DIYC** Do It Yourself Control (Enter your calculated arrival time of day on control slip.)
- 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.).
- INTERSECTION** Any meeting of existent roadways at grade level from which the rally vehicle could proceed in more than 1 direction without making a U-turn.
- 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.
- LANDMARK** A physical object, such as a traffic light.
- LEFT** a turn to the left at an intersection.
- RIGHT** a turn to the right at an intersection.
- 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.
- SIDEROAD** An intersection of exactly 3 roadways, where a roadway goes generally ahead and another goes to the left or to the right, but not both.
- STOP** an official octagonal stop sign at which the rally vehicle is obliged to stop.
- STRAIGHT** For ALL competitors this is a direction indicator just like Left or Right! It applies at a location where the main or principle road causes you to make a turn to the left or right; i.e. it directs you to leave the main (or principle) road (it is course directing).
- T** an intersection of roadways such that there is a roadway to your right and a roadway to your left and which requires an approximately equal turn of 90 degrees in either direction.
- TRAFFIC LIGHT** A fixed signal light alternating red and green (and frequently including yellow as a transition between green and red) used at an INTERSECTION to regulate traffic and which controls the rally vehicle. For rally purposes, only 1 TRAFFIC LIGHT may exist at an INTERSECTION.

JUNE REGIONAL – 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:** Continue in the straightest possible direction or stay on the principle road until you are directed to change your direction of travel. There are two basic instructions to change your direction of travel; Left, and Right (which means that you have to decide between Left and Right at the intersection). The principle road may be determined by a line on the center of the road, a curve arrow sign preceding an intersection, or the quality/continuity of the road surface. All of these concepts will be used today!

In addition, there are some intersections where the road that you use to enter the intersection curves as you are entering the intersection so that you are pointing substantially in the direction of one of the arms of what would normally be a **T**. The straightest direction is defined by the least turn required and will be considerably less than 90 degrees.

- 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. Note that per the national rules, there is an automatic one mile free zone following a DIYC. 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 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.

JUNE REGIONAL – COURSE CATEGORY

- I. INSTRUCTIONS:** All competitors will be using the same route instructions. (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.)
- II. COURSE FOLLOWING:** In all cases, do what the numbered route instruction tells you to do, but apply 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.) (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** (at a T the Main Road is the road that goes to the left if you are executing an even numbered instruction.) **Right at T** (at a 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. Note that per the national rules, there is an automatic one mile free zone following a DIYC.
- 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.

JUNE REGIONAL – GTA 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.”

The questions that occasionally occur between instructions apply to the GTA only.

Note that instructions can be cancelled by the information on a critique slip at a control.

- II. COURSE FOLLOWING:** Continue in the straightest possible direction or stay on the principle road until you are directed to change your direction of travel. There are two basic instructions to change your direction of travel; Left, and Right (which means that you have to decide between Left and Right at the intersection). The principle road may be determined by a line on the center of the road, a curve arrow sign preceding an intersection, or the quality/continuity of the road surface. All of these concepts will be used today!

In addition, there are some intersections where the road that you use to enter the intersection curves as you are entering the intersection so that you are pointing substantially in the direction of one of the arms of what would normally be a **T**. The straightest direction is defined by the least turn required and will be considerably less than 90 degrees.

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

DIYC controls will be identified in the route instructions. The only thing that GTA competitors need to do is to 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 scorecard with all answers entered. 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.

- IV. SCORING:** You will be given 1 point for each incorrectly answered Q. Note that leaving a line blank is an incorrect answer (enter NONE if there is no answer). There are questions that are “off” course! **LOW SCORE WINS.** If there is a tie, a coin will be tossed. The higher car number has **HEADS**
- Each question (marked with a Q) and potential answer comes into effect upon the **initiation** of the preceding numbered instruction and goes out of effect upon the **completion** of the following numbered instruction. Write the answer to the question on the correspondingly numbered space on the answer sheet.

JUNE REGIONAL – ADDENDUM

III. Roads:

There are several roads that are closed, none of which are on the rally route. Consider them as being open when evaluating intersections for purposes of executing numbered route instructions!

VII. Glossary:

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.

Divided Highway A road that has the travel lanes separated by a physical median (curb, grass, etc.). It must be encountered at grade level; i.e. not by an overpass or underpass.

COMPETITOR QUESTION: NONE RECEIVED.