2014 Rallye Monticello Sample Document

1) General Instructions
2) Route Instructions

The purpose of this document is for organizers who have not yet designed one of these RoadRally events to see what one looks like on “paper.”

2014 RALLYE MONTICELLO GENERAL INSTRUCTIONS

Welcome to the 2014 "Rallye Monticello". This event is a straight forward TSD (Time/Speed/Distance) Road 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 that document since most or all of the information needed to successfully complete this event 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.

SCHEDULE OF EVENTS:

Registration	Noon - 12:30 p.m.
Briefing	12:50
First Car Off	1:01
Car #1 Arrives at End Meeting Point	4:30 (approximate)

START facing south (towards Burger King) at the "Start" sign at the south exit of the Subaru of Champaign County parking lot at 1:00 p.m. + 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 4:30. All cars should arrive by approximately 5:05.

LOST: If you get lost, contact the rallymaster. If you are unable to make contact, make your way to Monticello. If you can get to the downtown Mobile/Circle K (at the intersection of Center and Market, not the one at Iron Horse Place) by ~3:30 plus your car #, head north on Center Street (towards Bill Abbott Chevy) and pick up the second half of the rally at instruction # 61. If you get lost after the break, or are unable to get to Monticello by ~3:30 plus your car #, you can proceed to the End Meeting Point. If you choose to withdraw from the rally for any reason, please contact the rallymaster.

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 vehicle 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 calculated perfect 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 on each half of the rally (before and after the Transit Zone). If you think you may be more than 5 minutes late to a Checkpoint please call the rallymaster.

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 of under 0.5 minutes for delays at or in the vicinity of the Checkpoint 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 a maximum of 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
- Novice

ROUTE-FOLLOWING PRIORITIES:

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

MAIN ROAD RULE: The **Main Road** is established so that instructions aren't needed at every intersection. The **Main Road Rule** for today's rally is *Straight As Possible*, defined as follows:

> *The Main Road is the Road which appears to go as directly ahead as possible through an intersection. At any intersection where you aren't instructed to take a different Road ("Left" or "Right"), you are to continue through the intersection on the Main Road. This Main Road Rule is not to be applied at a T or Y. The determination of which road goes more 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*

ROADS: Only public roads will be used. Both paved and gravel roads may be considered. 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: 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 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. Information in parentheses in the Route Instructions shall be considered advisory but is not essential for the successful completion of the Rally. Similarly, a row in the Route Instructions with three asterisks (***) in the "NRI" column indicates the information is there for advisory purposes and does not constitute an actual Route Instruction.

DEFINITIONS:

Acute: A turn from the Main Road in the direction indicated (Left or Right) of substantially more than 90 degrees. On this Rally, **Acute** will only be used as a clarifying term in circumstances where there exists, or may appear to exist, more than one Road at an intersection upon which to execute a turn in the direction indicated.

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.

Before: Any sign or landmark used in conjunction with the word "**Before**" will be clearly visible from the execution point of the instruction.

Callback Mileage: A distance from the Out Marker by 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 16 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** = 3:20 then Car # 1 commences at 3:21, Car # 2 at 3:22, Car # 3 at 3:23, etc.

CAST: Acronym for "**C**hange **A**verage **S**peed **T**o" 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 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.

Delta Intersection: An intersection which contains one or more brief, curved shortcuts connecting two intersecting roads. The result of this configuration is one or more small (generally less than 100' per side), untraveled triangles, or "deltas," immediately adjacent to the intersection. If directed to turn at a **Delta Intersection** where a curved shortcut exists in the direction indicated, contestants should utilize the short cut rather than take the sharper turn where the two roads actually intersect.

Leg: A timed segment of the Rally which begins at the Out Marker (or "ODO" sign for **Leg** One) and ends at the following Checkpoint.

Left: Turn to the **Left**, from 10 to 170 degrees, at a T, Y, or Opportunity.

Odometer Comparison Zone (or OCZ): The portion of the rally from Route Instructions 6 through 15. 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 and an inductive sensor mounted on the left rear wheel. Distances at CAST changes and Checkpoints were measured to the $1/1000^{th}$ of a mile. The "Official Mileage" shown on some Route Instructions may be truncated to the $1/100^{th}$ or $1/10^{th}$ 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 synchronized electronically 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.

Opportunity: An intersection where it is possible to depart from the Main Road by turning onto another Road (see "Main Road Rule" & "Roads" on previous page) in the direction indicated.

Out Time: The time assigned to the team to begin a new leg of the rally from the Out Marker. 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 **Right**, from 10 to 170 degrees, at a T, Y, or Opportunity.

RRX: Railroad crossing; the road you are traveling on must cross over the tracks at track level. *NOTE: There are many crossings without signals on this Rally, please use caution!*

Sideroad: An intersection of 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**.

Tire Warmup Zone: A short section at the beginning of the rally (Route Instructions 1-6) to allow the competitors' tires to come up to operating temperature before beginning the Odometer Comparison Zone**.**

Transit Zone: A part of the rally route in which there are no timing controls and in which no specific speed need be maintained. A restart time from the end of the transit zone will be given as well as a estimated total transit time.

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 As Possible" at a **Y**.

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

ROUTE INSTRUCTIONS : In addition to paper Route Instructions, a .pdf download link will be given at registration for those who would prefer to use tablets, computers, and/or smart phones. Following are sample Route Instructions in the format that will be used on this rally.

O/M	NRI	Tulip	Route Instruction
0.000	1		Begin Tire Warm Up Zone at "Start". Right, then immediate Left. CZT=1:00.
3.796/ 0.000	2		End Tire Warm Up Zone at "BEGIN ODO". Begin Odometer Comparison Zone.
7.450	3		RRX.
10.000/ 0.000	4		End Odometer Comparison Zone at "ODO". CAST 48. CZT = 1:30.
	5		Left at Y (Use caution, unprotected intersection).
3.5	***		(Main Road curves right, ahead is driveway)
	6		Left at "Bucks Pond Rd" (delta intersection, take shortest path).

TIME ALLOWANCE REQUEST Car #_____ Leg #_____

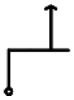
We request the following standard Time Allowance for this leg (circle one):

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

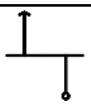
AND/OR:
We were delay at or near the checkpoint and request a Time Allowance of exactly 0._____ minutes

O/M	NRI	Tulip	Route Instruction
0.000	1		Begin Tire Warmup Zone at "Start." Right, then immediate Left. Car Zero Time = 1:00
0.200	2		Right at T. (Curtis Road)
1.587	3		"Mattis".
2.595	4		"Duncan".
3.576	5		STOP. (Staley)
3.797/ 0.000	6		End Tire Warm Up Zone at "ODO". Begin Odometer Comparison Zone.
0.783	7		STOP. (Rising)
1.705	8		Right at T.
3.725	9		Left at 1500 N.
4.725	10		STOP.
5.723	11		"400 E".
6.732	12		Right at 300 E.
7.452	13		RRX.
8.493	14		Left at 1675 N.

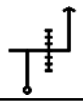
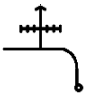
O/M	NRI	Tulip	Route Instruction
10.000/ 0.000	15		End Odometer Comparison Zone at "ODO". (Sign on left) CAST 45. Car Zero Time = 1:30.
	16		Right at 50E.
	17		Left at 150E.
	18		CAST 30 at "Speed Limit 35".
4.2	***		(Main Road curves left, may look like a T as you approach)
	19		Left at 2000 N. CAST 40.
	20		Left at T.
6.6	***		(Main Road curves right, ahead is driveway)
	21		Left at Y. (Use caution, unprotected intersection)
	22		Right at 1450E. (Sign on left, may be partially obscured by foliage)
	23		Right at first Opportunity.
	24		Left at STOP.
	25		Pause 25 at STOP. CAST 50.
	26		Right at 2075N. CAST 35.

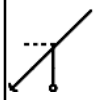
O/M	NRI	Tulip	Route Instruction
	27		Right at STOP. CAST 36.
	28		Left at "United Methodist Church".
	29		Right at T. (Lickskillet) CAST 27.
1.3	***		(Main Road curves left, difficult to see that ahead is road closed)
	30		Left at first Opportunity. CAST 40.
	31		CAST 50 at "2350N".
2.6	***		(Caution, severe bump at culvert)
	32		Left at 1300E.
	33		Right at T.
	34		Right at 1400E. CAST 40.
8.1	***		(Main Road curves right, ahead is driveway)
	35		Left at T.
	36		Right at Y. (Caution, unprotected intersection)
	37		Right at second Opportunity.

O/M	NRI	Tulip	Route Instruction
	38		CAST 25 at “Slow Children Playing”.
	***		(Main Road goes right because left is closed, difficult to see from intersection)
	39		CAST 40 at “1300E”.
	40		Left at T. CAST 50.
	41		Right at T.
	42		Right at 1075E. CAST 25 at "Axle Weight 4 Tons".
	***		(Main Road curves left, ahead is unmarked dead end)
	43		Left at 1000E. CAST 30.
	44		Left at STOP. CAST 50.
	45		Right after "Monticello ➔ ".
	46		Left at STOP. CAST 40.
	47		CAST 35 at "Speed Limit 40".
	48		CAST 50 at "1275E".
	49		Right at 1500E.

O/M	NRI	Tulip	Route Instruction
	50		Right at T. CAST 40.
	51		Left at 1400E, then Right at 1890N.
	52		Right at 1300E, then Left at 1900N.
	53		CAST 30 at "Slow".
	54		Left at STOP. CAST 40.
	55		Right at T.
	56		CAST 30 at "Speed Limit 35".
	57		CAST 38 at "1125E".
	58		Right at 1765N.
	59		Left at 910E.
	60		Right at Stoplight. (Fuel/Comfort stop at Mobile/ Circle-K)
	61		Right at Fisler. (sign on right)
20.032/ 0.000	**62**		End Transit Zone at "Speed Limit 35". CAST 32. CZT = 3:25.
0.2	***		(Stay left at "Speed Zone Ahead" to stay on Main Road)

O/M	NRI	Tulip	Route Instruction
	63		CAST 40 at "Lake Ridge West".
	64		Right at Piatt Rd.
	65		CAST 30 at "Slow".
	66		Left at 1930N. CAST 40.
	67		CAST 30 at "Slow".
	68		Right before "Weight Limit 22 Tons". CAST 50.
	69		Right at T.
	70		Left at 800E.
	71		Pause 25 at STOP.
	72		Right at 2300N.
	73		Left at 900E.
	74		Right at 2500N.
	75		CAST 35 at "1st St".
	76		Right after RRX. CAST 45 for one mile, then CAST 30.

O/M	NRI	Tulip	Route Instruction
	77		Right at T. Pause 25 at RRX. (Caution, No Signal)
	78		Left at 950E.
	79		Pause 25 at RRX. (Caution, No Signal)
	80		Left at 2225N. CAST 25.
	***		(Main Road curves right, left is unmarked dead end)
	81		Left at STOP. CAST 45.
	82		Right at Bucks Pond Rd. CAST 30.
	83		Acute Right at Coyote Run. (Delta Intersection, take shortest route) CAST 40.
	84		Left at 2100N. Pause 25 at RRX.
	85		CAST 45 at "935E"
4.4	***		(Main Road curves right, ahead is dirt)
	86		Left at T. CAST 40.
	87		Left. (1965N/1955N)
	88		Right at "935E". (Sign on left, oriented parallel to direction of travel) Pause 25 at RRX. (Caution, no signal)

O/M	NRI	Tulip	Route Instruction
	89		Right at Y. (Craybaby Bridge Rd)
	90		Left at STOP.
	91		Right at 1100E. CAST 35.
	92		Pause 25 at RRX. (Caution, No Signal)
	93		Right at STOP. CAST 40.
	94		Left at T. CAST 50.
	95		Right at 1300E. CAST 45.
	96		Right at First Opportunity. CAST 40.
	97		Right at T. CAST 50.
	98		CAST 44 at "Speed Limit 40".
	99		CAST 35 at "Speed Limit 40".
	100		"Speed Limit 30".
7.87	101		Left after Courthouse. (Charter St.)
7.90	102		End Rally at El Toro, 112 Charter Street.

O/M	NRI	Tulip	Route Instruction
Approx. Mileage			**Directions back to Subaru of Champaign County**
7.9/0.0	A		Left at Main.
0.3	B		Left at T (Piatt).
0.3	C		Right at Stop (Washington).
16.8	D		Left at T (IL 45).
20.2	E		Left at "Subaru" (Sign on Left).
20.2	F		Right into Subaru of Champaign County parking lot.