Frederick County Historic Bridge Rally Sample Document

1) General Instructions
2) Route Instructions
3) Answer Sheet

The purpose of this document is for organizers who have not designed a GTA Rally to be able to see what one looks like “on paper.”

The Washington DC Region SCCA Presents

The Frederick County Historic Bridge Rally

Saturday, June 22, 2013

Frederick County, Maryland is home to 216 bridges over 20 foot span, of which 26 are historic, and 10 on the National Register of Historic Places. This includes three covered bridges, a stone arch bridge, and 22 metal truss bridges. This rally, inspired by a presentation of the county highway department about these bridges, will traverse a number of these historic structures as it meanders through Frederick County.

The event itself will be a straight-forward Time-Speed-Distance Monte Carlo style rally of approximately 80 competitive miles. No unpaved roads will be used. Timing will be scored to 1/100 of a minute (0.01 minute). All cars are welcome. Classes (described below) are provided for historic and modern cars, as well as various equipment levels. Awards will be provided for the first place team in each class that is pre-registered. In addition, an optional GTA component is offered where course-rally Main Road Determinants will need to be identified.

There are no assigned speeds and you do not stop at timing controls. The rally takes place primarily on rural roads in Frederick and Carroll Counties in Maryland. The appropriate police departments for each jurisdiction that the rally route passes through have been advised of this event. Competitors may expect police surveillance and should act accordingly. Teams should be considerate of all other traffic, the control crews, and residents along these public roads.

REGISTRATION AND START/FINISH LOCATION

Registration and the start location of the rally will be the Park and Ride lot at I-270 and SR-80 in Urbana, Maryland. From the south, take I-270 northbound to exit 26, SR-80. Continue straight at traffic light at end of ramp into lot. From the north, take I-270 southbound to exit 26, SR-80. At the bottom of the ramp, take the first exit from the roundabout (to proceed back under the highway). At traffic light, turn right into lot. We will organize in the rear of the lot.

Registration opens at 11:00 A.M. There will be a Drivers' meeting at 11:45, so please plan to arrive early. Official starting time is 12:00 P.M. plus your car number in minutes. Teams may pick up their route instructions after having filled out and turned in their vehicle safety self-check form and both team members having signed the insurance waiver. The official time will be available at registration for you to set your own clocks and watches. The finish location is New York J&P Pizza in Mount Airy, MD. You will reach here around 4pm, and are encouraged to patronize them as they continue to provided a great end location for our rallies in this area.

CLASSES AND EQUIPMENT LIMITATIONS

E - ***Equipped***: Unlimited equipment for mileage and timing.
L - ***Limited***: Computation equipment without a direct input from a distance measuring device.
S - ***Stock***: Mileage measurement is limited to a stock odometer in the stock location with a non-varying drive. Basic “4-function” calculators are also allowed for calculations.
N - ***Novice***: Driver and navigator have competed in fewer than 10 TSD rallies each and are using Stock class equipment. The Rallymaster may “bump up” competitors upon past performance.
H - ***Historic***: Historic class for vehicles prior to 1980.

ROADS

Only through, public roads will be used on the rally, except for the lots at the start and the finish, which also exist for purposes of this rally. Roads marked to indicate that they are not through such as Keep Out, Private, No Outlet, Dead End, Road Ends, Road Closed, No Thru Traffic, etc. do not exist. Any road that visibly ends in a garage, plant, church, public building entrance or parking lot, or which visibly dead-ends, does not exist. While all unpaved roads exist, you will always be told when unpaved rally roads are upcoming by parenthetical information.

LANDMARKS AND SIGNS

Signs that require you to look backwards to see them, signs painted on the road surface, signs attached to vehicles, or frequently occurring signs containing names in unreasonably small print (such as names or numbers on mailboxes or utility poles) will not be used.

MILEAGES

When /0.00 appears in the first column of a route instruction, perhaps appearing after the official mileage at that point, it signifies that you are to zero your mileage at that location. Mileages for all instructions were taken at the first applicable of the following locations:

1. At the STOP or YIELD sign
2. At the white line indicating a stopping line (usually at a Traffic Light)
3. At the road naming sign if it occurs on the near side of the intersection
4. At the near edge of the intersecting road

AVERAGE SPEEDS

All control key times were calculated at or below the speed limits for the route being followed and include allowances for areas requiring extra time for safety. A 1/2 minute pause was added at every bridge highlighted in the route instructions. Remember that a rally is not a race! If you get behind or off-course use a time allowance (see the appropriate sections below) to avoid the temptation of reckless speeding. Any team issued a moving traffic violation during the course of the rally will be disqualified.

COURSE FOLLOWING PRIORITIES

The following priorities should be used to stay on course at each intersection. Use the course following rule highest on this list (lowest number = highest priority).

1) Execute an Emergency Instruction (as posted on an emergency sign).
2) Execute the action of the current Numbered Route Instruction.
3) Follow the lined road.
4) Proceed as Straight as Possible (as determined while entering the intersection).

ROUTE INSTRUCTIONS

The route instructions are written to help you stay on course. Official mileage is provided for instructions in the Cumulative Mileage column in the route instructions. This is the mileage since the odometer was last zeroed. Delta Mileage is also given for most instructions, giving the mileage from the start of the last instruction. Official mileage will be given to a resolution of 0.001 miles, while the delta mileages will be given to an accuracy of 0.01 miles.

Items in the route instructions that are in quotation marks refer to a sign which includes the quoted word(s). Items not in quotes refer to landmarks (a road, church, etc). For example, Left at “Jones” can take place at a sign for Jones BBQ or Jones Rd. But Left on Jones will take place on Jones Rd, Jones St, Jones Hollow Ave, etc.

The first portion of the rally is an Odometer Calibration Section, preceded by a Tire Warm-up Section. This section of the rally has no controls. Its purpose is to allow you to determine how your odometer reads compared to the odometer that measured the course.

TIMING & CONTROLS

The location and proper arrival time (for car 0) for all controls will be indicated in the route instructions. All Controls are passage (closed) controls – DO NOT STOP, just continue on. Controls may be either manned or unmanned. The Control crew may be on either side of the road. It may not be obvious which Controls are manned. At manned Controls, the Control workers will note in their timing log the exact arrival time for each car as its front wheels pass the timing line as determined by a black and orange checkpoint sign. There are more Control locations listed in the route instructions than there are manned Controls, and it is possible that the checkpoint sign at an unmanned Control may no longer be at the location. There will always be a checkpoint sign at a manned Control location. Key times will be provided for each control for Car 0 in both hours, minutes, and hundredths of a minute (HH:MM.TT) and hours, minutes, and seconds (HH:MM:SS). The two times are equivalent. Use whichever you are more comfortable with.

Controls may be located on roads with a posted speed limit of less than 30 miles per hour. It may not be possible to maintain 30 mph for the entire ½ mile prior to the control (for example, due to a turn or a hazard). It would be wise to plan for lower entry speeds and/or include extra time to get to the final ¼ mile before the control. It should also be noted that in many cases, there will not be a safe location to sit exactly ½ mile before the control. Some locations may have very few safe pull-off locations, particularly for multiple cars. If you are significantly early, it would be wise to take the first safe pull-off available before reaching the desired "stand off" distance before a control.

For clarification, a perfect score is achieved at each control by arriving at the following time:
*The listed **Car Zero Time** + Your **Car Number** + **TA** (0, 1½ min, 2½ min, 3½ min , … , 19½ min)*

TIME ALLOWANCES

To help ensure that all teams rally safely, contestants should use the free Time Allowance (TA) procedure. You may implement it at any time, unless you are within sight of a control.

Please note that 0.50 is NOT an allowable time allowance on this rally!! The Time Allowance must be taken in 1.00 minute increments beginning with 1.50 (1.50, 2.50 etc.) so that you do not interfere with other rally teams. The total time allowance at any control may not exceed 19.50 minutes. There will be no forms provided for Time Allowances; instead you will be given the best time allowance for the given leg. For example, if your perfect time was 12:34.50, and you arrived at 12:43.34, you would be assumed to be on an 8.50 minute Time Allowance moving your perfect time to 12:43.00, and resulting in a score of 34 (the best possible score you can get on that leg based upon that arrival time).

You may take any Time Allowance at any control during the rally. Note that it is possible that you could reduce your Time Allowance between controls. For example, if you have taken 3.50 minutes of TA at a control, before the next control you may make up some or all of that time, or take additional TA time. Thus, you could take any TA at that next control (nothing at all, or 1.50, up to 19.50).

Under NO circumstances should you take a Time Allowance for an even minute (1.00, 2.00, etc). This will put you on another car's perfect time resulting in an unsafe situation! Also, if you find yourself at the same time as another car (by virtue of both cars taking a TA to result in the same time), the rear car should take an additional minute.

SCORING

The following penalties will be used to score this rally:

1 point	For each 1/100 of a minute Early or Late that the contestants deviate from the official time, up to a maximum of 50 points per Leg.
50 points	For missing a Control or entering a control from the direction opposite that of the rally course.
25 points	For stopping in sight of a Control plus any timing error, up to a maximum total penalty of 50 points per Leg. This penalty may be given WITHOUT WARNING if you stop.

Additional Instructions Applying ONLY to the GTA Rally

Congratulations on stepping up to the challenge of the optional GTA rally. The goal of the GTA rally is to teach rally competitors about the Main Road Determinant concept used in SCCA course rallies, without subjecting them to any of the other rules and concepts used in course rallying which can create overload for newcomers on most of these rallies. Furthermore, competitors will learn these concepts while competing on the tour rally with everyone else.

The most important rule is to always follow the route instructions (including control timing) just as every other competitor does. While you will be asked to identify the main road at several intersections, this is NOT NECESSARILY the direction you will go. The decisions you make as a GTA competitor have no bearing on your route; they will only be used to fill-out your answer sheet for GTA scoring purposes. Hence you will learn course rally concepts while still participating in the tour rally without getting lost (hopefully).

In the route instructions, there is a column titled "GTA MRD". When the ☆ symbol appears in this column at a given intersection, you should fill in the appropriate information on your answer sheet about the main road at that intersection. Most instructions will have this column blank, and will require no additional action beyond simply following the route as a tour car.

For each instruction with the ☆ symbol, fill in two pieces of information on your answer sheet:
1 – Place a check in the box next to the main road determinant (MRD) at that intersection
2 – Place a check in the appropriate box to indicate if you leave that intersection by following the main road or not

One point will be assessed for each NRI with an incorrect or blank answer to either question. Low score wins. The GTA rally has two classes:
Experienced: Driver and/or Navigator have competed regularly on SCCA course rallies
Novice: Neither Driver nor Navigator have any appreciable experience on SCCA course rallies

MAIN ROAD DETERMINANTS

The following list of Main Road Determinants is used on this rally. At each intersection, the main road is determined by the highest applicable of the following which uniquely identifies a main road:

1 – Onto
2 – Curve Arrows
3 – Protection
4 – Right at T
5 – Straight as Possible (SAP)

Thus, at each intersection with the ☆ symbol, you first need to determine the highest item on this list which applies at the intersection, check that box on your answer sheet, then check the box indicating whether you follow the road indicated by the MRD or go in a different direction (remember, the direction you actually travel is determined by the straightforward route instructions that everyone is following, not by the MRD).

MAIN ROAD DETERMINANT DEFINITIONS

Onto - The main road, as determined by this determinant, is the road that the execution of a specified action of a route instruction has directed the contestant to travel upon by use of (1) the term onto and (2) the name of the road. The named road is the main road at each intersection where this MRD is applicable.

Curve Arrows - The main road, as determined by this determinant, is the road leaving an intersection as determined by official highway black on yellow single-headed curve arrow sign(s). These signs are to be used with the same intent as that of the erecting agency.

Protection - The main road, as determined by this determinant, is that single road leaving the intersection having no stop sign or yield sign at that intersection. Contestants are required to recognize (possibly from the backside) the stop signs and/or yield signs.

Right at T - The main road, as determined by this determinant, is the road that goes to the right at a T.

Straight as Possible (SAP) - The main road, as determined by this determinant, is the road that appears to go as directly ahead as possible through an intersection.

WHAT IS THIS MRD THING?

Please ask questions about the MRDs at the start. You won't be able to get help on the road. Here is some helpful information about how these MRDs will be encountered:

Onto – You will execute an instruction in the form of "Left onto Smith" or "Right onto Smith". After executing the instruction, add the road name (Smith, in this case) to your "onto list". Then, for the rest of the rally, anytime you encounter an intersection where any road on this list leaves the intersection in one direction only (not counting the intersection you entered upon), that road is the main road at that intersection. If the roads on this list go two or more directions away from an intersection, then you cannot use Onto to define the main road at that intersection.

Curve Arrows – If there is a standard black-on-yellow curve arrow sign prior to an intersection which is meant to guide you through that intersection, the direction indicated by that head of that curve arrow is the main road (unless, of course, the main road has already been determined by the Onto rule above).

Protection – If neither of the above identifies a main road, then consider protection. Protection applies when there is only one road leaving the intersection (again, ignoring the one you entered on) that does not have its incoming traffic controlled by a stop or yield sign. Two common situations where this occurs are (1) at a sideroad where that sideroad usually has a stop sign, and the road ahead usually does not and (2) at a crossroad where the crossroad has stop signs on both sides and the road ahead does not. In both these cases, if the Protection MRD applies, the main road would go straight. Of course there are plenty of uncommon situations where protection can occur, particularly in Frederick County.

Right at T, SAP – These are "fallback" MRDs. When none of the above applies, one of these two definitely will.

Once again, a final reminder that determining the main road is only for the purpose of answering the GTA questions. Always follow the route defined by the numbered route instructions regardless of the main road. You will indicate, however, whether this route followed the main road or not on your answer sheet.

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
0.000	0.00	1	**Begin Tire Warm Up at "East Maryland 80" (at traffic light). Zero your odometer. Begin at 12:00 + your car number. You have 35 minutes to complete the Tire Warm Up and Odo Calibration Run.** **Left at Traffic Light (SR 80 West). (Stay in left lane entering, traveling through, and exiting roundabout in next instruction).**	
0.190	0.19	2	Right to leave roundabout at first exit (to continue on SR 80 West).	
0.307	0.12	3	Left on Thurston (take the short way). Continue straight as possible at Stop.	
1.542	1.24	4	Left on Dixon (premarker easier to see than sign at road).	
2.011	0.47	5	Dixon Road Pony Truss Bridge.	
3.484	1.47	6	Right at T (Doctor Perry).	
4.144 /0.00	0.66	7	**End Tire Warm Up at "Trucks". Zero your odometer. Begin Odo Calibration Run.**	
0.018	0.02	8	Right at T (Thurston).	
3.248	3.23	9	Straight at Stop (SR 80 West).	
4.553	1.31	10	Right on Park Mills.	
5.533	0.98	11	Left at T (SR 355 North).	
5.801	0.27	12	Keep Right at Araby Church	
5.902	0.10	13	Right onto Reels Mill.	
6.855	0.95	14	Right at T (Ball).	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
6.955	0.10	15	Straight to stay on Ball.	↱
9.534	2.58	16	Left at T (Ijamsville).	
10.290	0.76	17	Left at Yield.	↱
10.451	0.16	18	Left at T onto Reichs Ford.	
10.995	0.54	19	Reichs Ford Road Pony Truss Bridge.	
11.062 /0.00	0.07	20	**End Odometer Calibration Run at "Speed Limit 35". Zero your odometer. Begin at 12:35 + your car number.**	
0.247	0.25	21	**Control - Key Time (cents) 12:35.45** **Control - Key Time (seconds) 12:35:27**	
1.026	0.78	22	Straight on Bartonsville.	↱
2.113	1.09	23	Right on Bells.	
2.519	0.41	24	Left at Stop	
2.944	0.43	25	Right at Stop then immediate Left at Traffic Light (West Maryland 144).	
3.653	0.71	26	Right on Linganore (note that the first right after pre-marker is a dead end -- Linganore is identified at its intersection just ahead).	
4.128	0.48	27	**Control - Key Time (cents) 12:43.95** **Control - Key Time (seconds) 12:43:57**	
4.360	0.23	28	**Control - Key Time (cents) 12:44.35** **Control - Key Time (seconds) 12:44:21**	
4.676	0.32	29	"Speed Limit 30".	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
6.054	1.38	30	Keep left (to stay on Linganore).	
6.863	0.81	31	Right at T (Gas House).	
7.387	0.52	32	Left on Dance Hall.	
8.069	0.68	33	**Control - Key Time (cents) 12:51.90** **Control - Key Time (seconds) 12:51:54**	
8.948	0.88	34	Left on Liberty (SR 26 West).	
9.181	0.23	35	Right onto Crum.	
10.296	1.12	36	Left at Stop.	
10.503	0.21	37	Right.	
10.925	0.42	38	**Control - Key Time (cents) 12:58.25** **Control - Key Time (seconds) 12:58:15**	
11.344	0.42	39	Left at Stop.	
11.647	0.30	40	Right at Blinker (SR 194 North).	
12.803	1.16	41	Left at 3rd Traffic Light (Devilbiss Brg).	
13.064	0.26	42	"Speed Limit 40".	
15.637	2.57	43	**Control - Key Time (cents) 13:08.50** **Control - Key Time (seconds) 13:08:30**	
16.100	0.46	44	Right on Lenhart.	
16.403	0.30	45	**Control - Key Time (cents) 13:10.05** **Control - Key Time (seconds) 13:10:03**	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
17.679	1.28	46	Left at T (Old Frederick).	
17.721	0.04	47	Right on Utica.	
17.852	0.13	48	Utica Covered Bridge. Take 5 minutes to enjoy the bridge.	
18.780	0.93	49	Right at T (Hessong Bridge).	
18.970	0.19	50	Right on Lewistown.	
19.977	1.01	51	**Control - Key Time (cents) 13:22.50** **Control - Key Time (seconds) 13:22:30**	
20.814	0.84	52	Left on Old Frederick.	
22.271	1.46	53	Left on Stevens.	
22.965	0.69	54	Stevens Road Bridge (CAUTION: Drop off at end).	
23.082	0.12	55	Right on Wilhide.	
23.701	0.62	56	**Control - Key Time (cents) 13:29.50** **Control - Key Time (seconds) 13:29:30**	
23.770	0.07	57	Right at T (Blacks Mill).	
23.779	0.01	58	Blacks Mill Road Bridge.	
25.328	1.55	59	Straight at Stop.	
26.703	1.38	60	Keep right at "New Cut".	
27.114	0.41	61	**Control - Key Time (cents) 13:36.55** **Control - Key Time (seconds) 13:36:33**	
28.260	1.15	62	"Speed Limit 30".	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
28.894	0.63	63	**Control - Key Time (cents) 13:39.65** **Control - Key Time (seconds) 13:39:39**	
28.987	0.09	64	Left at Stop (SR 77 West).	
29.979	0.99	65	Left on Old Mill.	
30.651	0.67	66	Old Mill Road Bridge.	
30.965	0.31	67	**Control - Key Time (cents) 13:44.40** **Control - Key Time (seconds) 13:44:24**	
31.579	0.61	68	Right at T (Old Frederick).	
31.866	0.29	69	Loy's Station Covered Bridge.	
32.188	0.32	70	Left at Stop (Rocky Ridge).	
32.513	0.32	71	Right on Frushour.	
32.984	0.47	72	**Control - Key Time (cents) 13:49.50** **Control - Key Time (seconds) 13:49:30**	
33.291	0.31	73	Left on Hoovers Mill.	
33.321	0.03	74	Hoovers Mill Pony Truss Bridge.	
34.001	0.68	75	**Control - Key Time (cents) 13:52.45** **Control - Key Time (seconds) 13:52:27**	
34.116	0.12	76	Right at Stop (SR 77 West).	
36.321	2.21	77	Right at Traffic Light (Church).	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
37.021 /0.00	0.70	78	**Sheetz. Zero your odometer (mileage taken at main gas price sign). Take about 15 minutes for a break. Save room for tasty pizza and pasta after rally! Leave at 2:15 PM + your car number. Leave early if you wish to explore the Roddy Road Covered Bridge.**	
0.015	0.02	79	Right on ramp to US 15 North.	
0.698	0.68	80	Right on Roddy Creek.	
1.154	0.46	81	Right on Roddy Rd.	
1.160	0.01	82	Roddy Road Covered Bridge.	
1.965	0.81	83	Left at Stop on Apples Church.	
2.120	0.16	84	Keep left.	
2.876	0.76	85	**Control - Key Time (cents) 14:21.15** **Control - Key Time (seconds) 14:21:09**	
3.513	0.64	86	Apples Church Pony Truss Bridge.	
4.535	1.02	87	Left at T (Mud College).	
5.233	0.70	88	**Control - Key Time (cents) 14:26.05** **Control - Key Time (seconds) 14:26:03**	
5.407	0.17	89	Right on Orndorff.	
6.238	0.83	90	Left at T (Old Frederick).	
6.964	0.73	91	Straight at Stop.	
8.914	1.95	92	Forced Right at Yield on US 15 North.	
10.009	1.10	93	Right on Creamery.	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
10.369	0.36	94	Creamery Road Bridge.	
10.916	0.55	95	**Control - Key Time (cents) 14:36.60** **Control - Key Time (seconds) 14:36:36**	
10.983	0.07	96	Left at T (Keysville).	
11.620	0.64	97	**Control - Key Time (cents) 14:38.05** **Control - Key Time (seconds) 14:38:03**	
12.458	0.84	98	Left on Keysville.	
12.468	0.01	99	Keysville - Four Points Bridge.	
13.543	1.08	100	Bear right at "Sixes", then immediate right on Sixes (mileage taken at second right).	
13.670	0.13	101	**Control - Key Time (cents) 14:42.20** **Control - Key Time (seconds) 14:42:12**	
13.959	0.29	102	**Control - Key Time (cents) 14:42.70** **Control - Key Time (seconds) 14:42:42**	
14.152	0.19	103	Straight as possible at "Dern".	
14.382	0.23	104	Right on Grimes.	
14.860	0.48	105	**Control - Key Time (cents) 14:44.80** **Control - Key Time (seconds) 14:44:48**	
14.892	0.03	106	Grimes Road Thru Truss Bridge.	
15.514	0.62	107	Left at Stop onto Sixes Bridge.	
16.739	1.23	108	Sixes Road Bridge.	
17.347	0.61	109	Left at T.	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
18.402	1.06	110	Right on Keysville (road ahead is unpaved).	
18.810	0.41	111	**Control - Key Time (cents) 14:54.25** **Control - Key Time (seconds) 14:54:15**	
19.454	0.64	112	Left at T (Middleburg).	
21.356	1.90	113	Straight at Stop (to cross SR 194). The next bridge includes a 10 minute break which you may wish to take here.	
22.481	1.13	114	Right on Johnsville.	
23.366	0.88	115	Simpson's Mill Road Bridge. A 10 minute pause is included.	
23.389	0.02	116	Left at T (Simpson's Mill).	
23.879	0.49	117	**Control - Key Time (cents) 15:13.85** **Control - Key Time (seconds) 15:13:51**	
24.541	0.66	118	Straight at Stop.	
25.259	0.72	119	Left on Handboard.	
25.618	0.36	120	**Control - Key Time (cents) 15:16.95** **Control - Key Time (seconds) 15:16:57**	
26.303	0.69	121	**Control - Key Time (cents) 15:18.35** **Control - Key Time (seconds) 15:18:21**	
26.496	0.19	122	Straight as possible at Stop (Green Valley).	
26.992	0.50	123	Bear left at "Keymar".	
27.216	0.22	124	Left on Molasses.	
28.369	1.15	125	Right at T.	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
29.038	0.67	126	**Control - Key Time (cents) 15:24.60** **Control - Key Time (seconds) 15:24:36**	
29.277	0.24	127	**Control - Key Time (cents) 15:25.10** **Control - Key Time (seconds) 15:25:06**	
29.352	0.07	128	**Control - Key Time (cents) 15:25.25** **Control - Key Time (seconds) 15:25:15**	
29.428	0.08	129	**Control - Key Time (cents) 15:25.40** **Control - Key Time (seconds) 15:25:24**	
29.493	0.06	130	Left on Fountain School.	
32.686	3.19	131	Straight at Stop (to cross SR 31).	
33.685	1.00	132	**Control - Key Time (cents) 15:33.45** **Control - Key Time (seconds) 15:33:27**	
33.761	0.08	133	**Control - Key Time (cents) 15:33.60** **Control - Key Time (seconds) 15:33:36**	
33.795	0.03	134	**Control - Key Time (cents) 15:33.70** **Control - Key Time (seconds) 15:33:42**	
33.889	0.09	135	Straight at Stop (to cross SR 26).	
34.096	0.21	136	Left at Stop, then immediate right on Woodville.	
37.264	3.17	137	**Control - Key Time (cents) 15:39.90** **Control - Key Time (seconds) 15:39:54**	
39.550	2.29	138	**Control - Key Time (cents) 15:43.85** **Control - Key Time (seconds) 15:43:51**	
40.541	0.99	139	Left at Stop (Old Annapolis).	
41.193	0.65	140	Straight as possible at Stop (onto Sidney).	

Official Mileage	Delta Mileage	Route Instruction	Instruction/Comments	GTA MRD
42.489	1.30	141	Left at T (Old National Pk).	
44.120	1.63	142	Left at 3rd Traffic Light (to enter Mount Airy Shopping Center - across from Ridgeside Drive).	
44.175	0.05	143	Bear Right (in shopping center).	
44.210	0.04	144	Right at Stop (in shopping center).	
44.243	0.03	145	**Stop. Finish at New York J&P Pizza on your right. We have an area reserved for the *RoadRally* in the back of the restaurant. Have a drink and a bite while we finish scoring and awards.**	

GTA Answer Sheet

Car Number:

NR	Main Road Determinant	Main Road
6	□ Onto □ Curve Arrows □ Protection ☑Right at T	☑Yes □ No
9	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
12	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
15	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
17	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
22	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
30	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
36	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
37	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
46	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
53	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
59	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
60	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
73	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
84	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
89	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
90	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
91	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
98	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
10	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
10	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
10	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
11	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
11	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
11	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
11	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
12	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
12	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
13	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No
14	□ Onto □ Curve Arrows □ Protection □ Right at T □	□ Yes □ No