2013 Virginia Reel Sample Document

1) General Instructions
2) Route Instructions
3) DIYC Slips
4) Delay Slips
5) Critique Slips
6) Checkpoint Log

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.”

Virginia Reel
Saturday
October 19, 2013

GENERAL INSTRUCTIONS

GOVERNING REGULATIONS

These rallies will be run in accordance with the 2013 SCCA Road Rally Rules (RRRs) as modified and/or amended by these General Instructions (GIs) and any addenda.

These General Instructions are written to supplement the 2013 Road Rally Rules; the numbering system used herein is the same as that used in the 2013 Road Rally Rules. The RRR's may be obtained by downloading from:

http://scca.cdn.racersites.com/prod/assets/2013%20RoadRally%20Rule%20Book%208x111.pdf **ARTICLE 4: Definition of an SCCA RoadRally**

Section B -- Duration.

The length of the Virginia Reel Rally may be less than 200 miles **(Sanction Exception.)**

ARTICLE 5: ANNOUNCEMENT TO MEMBERSHIP

Section D -- Schedule of Events (subject to change)

Wednesday, October 9	Draw for car numbers
Thursday, October 17	
6:00 to 9:00 PM EDT	Registration and Vehicle Inspection
Saturday, October 19	
07:30 to 08:00 AM EDT	Registration
08:01	Car #1 Receives Route Instructions
08:31	Car #1 Starts Virginia Reel
10:49 (Approx)	Car #1 Arrives at morning break
12:35 (Approx)	Car #1 Arrives at lunch
14:51 (Approx)	Car #1 Arrives at afternoon break
16:41 (Approx)	Car #1 Arrives at finish
17:30	Scores posted
18:00	Awards

Section E -- Who's Who

Rally Chairman	Steve Gaddy
Rallymaster	Dave Head (540) 775-0088 mailto:rally2xs@att.net
Rally Steward	
Chief of Controls	
Registrar	Steve Gaddy 10794 Forest Edge Cir, New Market, MD 21774 nittany1995@gmail.com
Scoring	
Hospitality and Trophies	
SCCA Checkout	Steve Gaddy & Jim Friedman

Section F -- Headquarters, Start and Finish

Headquarters and start will be the Wyndham by Wingate, 20 Sanford Dr., Fredericksburg, Va 22406. To reach the motel, take I-95N or S: exit 133B. This hotel is located on the southwest corner of the intersection of I-95 and US 17. Telephone number is 1-540-368-8000. Room rates are $80.00.

ARTICLE 9: INSTRUCTIONS

Section C – Issuance of GIs

The GIs will be sent via US Mail to only those who have requested them that way. GIs will otherwise be sent via Email to each registered driver and navigator a minimum of 14 days prior to the event **(Sanction Exception).**

Section D -- Questions from Contestants

Questions regarding these General Instructions should be submitted via Email to Dave Head mailto:rally2xs@att.net. They will be compiled into a single document and sent via Email to all registered drivers and navigators. Questions may also be sent via US mail to David P. Head, 6187 Winston Place, King George, Va. 22485 and received by October 17. All questions received either by US Mail or e-mail will be posted for review in the registration room.

Section F -- Issuance of Route Instructions

Route instructions will be available in the registration room 30 minutes prior to your start time. You are free to leave any time after you receive your route instructions.

Section G -- Content of Route Instructions

(add) Each leg's route instructions are given on one sheet of paper. The tire warmup and odometer check are on 1 sheet of paper, as is the route of the lunch break and to the endpoint restaurant. The timed portion of the rally ends about 0.3 miles from the endpoint, the Riverboat on the Potomac in Colonial Beach, Va. An example of the route instruction format is attached to these general instructions.

Upon beginning a leg, nothing from the previous page applies. The main road list on the next page becomes active at the outmarker also listed on that next page. The time of day restart (TODR) will be listed on the left side of such page under the acronym TODR. The TODR applies at the outmarker that is also listed on the left side of the page. Add your car number in minutes to the TODR to obtain your correct out time. The outmarker approximate interval mileage is the interval mileage, truncated to 1/10th mile, between the open control and the outmarker.

Each page of instructions starts with NRI 1. **(sanction exception**) NRI 1 for every leg is executed at the outmarker for that leg. In some cases, this same instruction may also be shown as the final instruction of the previous leg. The intent is to execute NRI 1 at the outmarker. Do not refuse NRI 1 if it should occur at the same location as the last NRI on the previous page.

ARTICLE 16: CONTROLS

Section A - Open and DIYC Controls will be used. DIYC controls have outmarkers that may or may not be coincident with the DIYC's in-line. When the "Outmarker Approximate Miles" in the left margin of the instruction page is non-zero, you should drive to the outmarker which will be ahead. You may have to follow instructions to get to it. Driving by the location of a DIYC or any outmarker used as part of a previous leg should not be construed to mean that you have a free zone, or that you should rezero your odometer.

Section C -- Open CONTROL Location

(add) A limited number of open CONTROLs are placed at carefully chosen locations within or soon after no passing zones **(Sanction Exception)**.

Section D -- Open CONTROL Operation

Enter all open CONTROLs in a safe manner. An official SCCA checkpoint sign (an example of which will be on display during registration) will mark the timing line. You will be timed in as your front wheels cross the timing line. Proceed to the CONTROL table or car to receive the handout and to hand your delay slip, if any, to a worker. You are expected to check your recorded in time. All timing discrepancies must be recorded at the CONTROL in question.

The time of departure after open controls will be given as a time of day restart (TODR) and location as specified in 9 G above. It may be necessary to do one or more route instructions to get to the outmarker.

You will be given a handout which will contain the following information:

Your time into the control
The delay you claimed, if any
CONTROL number

Official mileage for the previous LEG
Official LEG time
Critique for the previous LEG
Timing log for the previous LEG

If the open control is preceded by a DIYC control, the handout will additionally contain the following information for the DIYC leg:

DIYC CONTROL number
Official mileage for the DIYC LEG
The DIYC's LEG time
Critique for the DIYC LEG
Timing log for the DIYC LEG

Significant delay may be encountered at the outmarker depending on whether you followed the on course or the off course loop. If such a delay occurs, a place to wait and a free zone to get there may be specified in the route instructions.

The outmarker may be a significant distance away. The outmarker will be a common landmark such as a stop sign, business sign, etc.

Section F -- Do-It-Yourself CONTROLs.

Section G - The time of restart from a DIYC is modified to be a time of day restart (TODR) as described in 9.G above **(sanction exception.)** The DIYC's in-line and outmarker may require you to drive a significant distance to reach it. Leave the outmarker at the TODR time plus your car number in minutes. Significant delay may be encountered at the location of a DIYC depending on whether you followed the on-course or off-course loop for the leg. Note that a 1 mile free zone exists after each DIYC. This means you may proceed for at least 1.00 miles without fear of encountering an open control. Please move away from the control location as soon as possible so you don't block the line for other contestants.

Upon arriving at a DIYC, record your requested time of arrival on the DIYC slip provided in your contestant packet. Hand in the DIYC slip at the next open control.

Section I -- The official time for Virginia Reel is the radio signals of either shortwave stations WWV at 5.0, 10.0, or 15.0 megahertz (Mhz) or CHU at 3.33, 7.85, or 14.67 Mhz. Setting your time from any running clock you may encounter, even if it is an organizer clock, carries certain risks, because if we discover any of our clocks to be out of synchronization with these shortwave signals, we will immediately correct the error. If you set your clock to one of ours and this occurs, you are on your own. If you see any of our clocks not in synchronization with these shortwave signals, please tell us so we can fix it.

ARTICLE 17: OFFICIAL MILEAGES

Section C -- Information for Contestants

Mileages were measured with a 2012 Subaru WRX all wheel drive vehicle equipped with a Timewise 798A with odometer pulses obtained from a wheel drive unit affixed to the left rear wheel. Tires were Bridgestone non-expandable steel belted radials inflated to 32 PSI. The weather was about 93 degrees all day with no rain.

Section D -- Zeroing of Official Mileage

Official mileage reverts to 0.000 at each outmarker and as specified in the RRRs.

ARTICLE 18: TIMING AND SCORING

Section K -- Scoring Method

No contestant scoring sheet will be used or provided. Scoring will be done from the control logs. For your convenience, your in-time and delay claim, if any, will be written on your control data slip.

ARTICLE 19: PENALTIES

Section A -- Basic Scoring Penalties

(change) The maximum scoring penalty for early or late arrival at a control shall be one (1) minute. Penalty points shall be accumulated at the rate of 1 point for each 1/100th minute early or late at a control,

up to the aforementioned maximum value of 100 points. Application of other penalties, as given below in 19 B, shall not result in more than the maximum penalty for any control.

Section B -- Other Penalties

The penalty for stopping in sight of an open CONTROL shall be 50 points. If a contestant is judged by CONTROL personnel to be stopped, this penalty will be immediately applied. **(Sanction Exception)**.

ARTICLE 21: TIME ALLOWANCES

Section B -- Time Allowance (TA) Requests

(add) A maximum accumulation of 19½ minutes may be taken prior to the lunch break, and a maximum accumulation of 19½ minutes after the lunch break. TA request forms will be provided in your packet. Time allowances for DIYC legs are prohibited. If you are late at a DIYC, simply record your perfect time into the control and take a delay for your lateness in the subsequent leg with the open control. You are free to take less delay than you did on a previous leg if you have the opportunity.

Each delay slip will have a listing of permissible delay times that start with 0.50 minute and increase by one minute increments up to 19.50 minutes. Circle the amount of time you wish to claim, write your car number on the slip for the leg for which you wish to claim a delay, and hand it in at open control for that leg. If a delay at an open control is encountered, write the exact delay into the provided space labeled "balk" on the delay slip. The control crew must verify the delay at control. The balk may not exceed 0.50 minute.

ARTICLE 24: ROUTE FOLLOWING PRIORITIES AND MAIN ROAD RULE

Section A -- Route Following Priorities

The following route following priorities apply throughout the rally.

1) Execute an Emergency Instruction.
2) Execute a Specified Action at an Official Mileage if It Occurs At That Mileage.
3) Execute a Course Directing Action.
4) Follow the Main Road.

Section C -- Approved Main Road Determinants

This event will use variable Main Road Determinants (MRDs). The Main Road at each INTERSECTION is determined by application of the highest priority active MRD that determines a unique course. The priority of MRDs is by order of their appearance in the MAIN ROAD LIST on the left side of the page of the route instructions, the highest priority being closest to the top of the page.

MRDs become active at the outmarker for each leg of the rally.

In addition to the MRDs listed in the RRRs, the following MRD is available for use:

(Right, Left, Straight or NORTH, SOUTH, EAST, or WEST) (at or on) (Landmark or Glossary Term) – the Main Road as designated by this main road determinant is that single road leaving an INTERSECTION that the indicated action would cause the contestant vehicle to travel in the indicated direction at or on the Landmark or glossary term of either the RRRs or these general instructions. **(Sanction Exception)**

ARTICLE 25: CONVENTIONS

Section A -- Route Instructions

1. Types of Instructions

b. (replace) Numbered Route Instructions (NRIs) will be listed in ascending numerical order. They are to be completed in that order with the following exceptions:

* Overlap as specified in 25:A,6,a
* NRIs designated ITIS (see the Glossary) **(Sanction Exception)**

Section B -- Roads

1. The entrances of the McDonalds in Colonial Beach, The Riverboat on the Potomac in Colonial Beach, and the headquarters motel in Fredericksburg are eligible rally roads. **(Sanction Exception)**

2. (replace) Road identification: State highways include the smaller roads that would be thought to be county roads, but Virginia has no county roads. State and US highways may be identified by highway shields perpendicular to the road they mark and located down the road from the intersection, and mark that road as that highway in both directions unless there are signs with arrows that indicate otherwise. State and US highways may be marked at intersections by signs parallel to them, and may contain arrows indicating that the highway leaves the intersection only in the direction indicated by the arrow. Street signs at intersections mark the road that they are parallel to. If multiple street signs exist on both sides of an intersection, they mark the road leaving the intersection on their side of the intersection only. Sideroads may be marked by street signs on either side of the road, and may have more than one street sign marking them, in which case that road is designated by the names on the signs. For example, if there are signs “Circle Dr.” and “Oak Ln” on different signs, the road may be referred to by either designation. Pre-markers may be used. Spelling on either a pre-marker or a marker at an intersection may be used even if they differ. Pre-markers with arrows indicate that the designated road leaves the intersection only in the direction of the arrow.

3. Roads protected by a gate visible from an intersection are to be considered to be non-public roads, and therefore non-existent in that direction from the intersection.

4. Interstate 95 and its access ramps do not exist for the purpose of this event.

Section D -- Landmarks

As a reminder to our local contestants, any landmark referenced in a route instruction must be identified by a sign, or referenced to an OM (official mileage), or defined in the glossary (below or in the RRRs).

Section E – Average Speeds

1. (add) There may be a few times when your assigned speed is over the legal speed limit. Do not speed! You will be able to make up any lost time prior to the next timing control.

4. (add) For all purposes, including speed changes, official mileages at intersections are taken in the following order:

1. STOP or YIELD
2. White (limit) line
3. Road identification sign; if there is more than one road identification sign, the last one you encounter before entering the intersection is used
4. Near edge of the intersection.

ARTICLE 26: GLOSSARY

BFZ	Begin free zone.
EACH	When instructed to perform an action at each landmark or opportunity, perform the instruction when the conditions specified by the each instruction are met. Zero is an allowable sum of actions performed when conditions so warrant.
EAST	A turn in the direction of the compass point east adjusted for true east. The magnetic declination here is 10 degrees west if you use an actual compass, but the use of a GPS moving map is easier. The turn shall result in the contestant vehicle leaving the intersection within plus or minus 45 degrees of true east. This instruction may be executed while the rally vehicle is already traveling within plus or minus 45 degrees of true east if the resulting course leaves the intersection with less deviation from true east than the course upon entering the intersection. If two roads leave an intersection both qualify as east, the instruction may be executed by using the road that is leaves the intersection closest to true east. We will not split hairs, the difference will be obvious.

EFZ	End free zone.
ITIS	If There Is Such. If the initiation of an NRI designated ITIS occurs prior to the initiation of the next NRI, treat it as any other NRI. If the initiation of an NRI designated ITIS does not occur prior to the initiation of the next NRI, then consider the NRI designated ITIS to be non-existent and execute that next NRI. There will not be consecutive NRIs designated ITIS. Simply reaching the mileage of an ITIS instruction, when the specified action of the ITIS does not exist there, does not constitute initiating the ITIS instruction. **(Sanction Exception)**
JOG	A turn at a T in the direction instructed followed by a turn at a subsequent T in the opposite direction. A JOG right would be a turn to the right followed by a turn to the left at Ts, while a JOG north would be a turn to the north followed by a turn to the south at Ts.
MRD(s)	Main Road Determinant(s)
NORTH	Similar to EAST, but referenced to true north
NRI(s)	Numbered Route Instruction(s)
PAUSE	Modify the definition of pause in the RRRs such that all pauses given in the route instructions will be given in hundredths of a minute. That is, pause 100 means pause 1.00 minute.
SAP	The Main Road Determinant Straight as Possible
SLXX	"Speed Limit XX" is an official Speed Limit sign that legally obliges the contestant vehicle to obey. XX are 1 or 2 digits that specify the legal speed. Does not apply to pictorials indicating a speed zone ahead, or a school zone even if lights are flashing.
SLEFT	Straight or Left. This is meant to be the approximate equivalent of Keep Left, for intersections where we're just not sure about the correct course directing instruction to use or we simply don't want you to go right.
SOL	Sign On Left. Indicates a referenced sign will be on your left.
SOR	Sign On Right. Indicates a referenced sign will be on your right.
SOUTH	Similar to EAST, but referenced to true south.
SPEED BUMP	A pronounced raising of a strip of pavement for the purpose of causing traffic to slow.
SRIGHT	Straight or Right. This is meant to be the approximate equivalent of Keep Right, for intersections where we're just not sure about the correct course directing instruction to use or we simply don't want you to go left.
TODR	Time of Day Restart
WEST	Similar to EAST, but referenced to true west.

SANCTION EXCEPTIONS:

Duration may be less than 200 miles.
General instructions encouraged via email (see 9-C and 9-D above)
Each page starts with NRI 1 (see 9.G above)
A limited number of open controls located in or soon after no passing zones (see 16.C above)
Modified out time from DIYC (16 G)
Stopping penalty applied upon detection by control crew without wave-in (19. B)
Additional MRD (see 24.C above)
ITIS Instructions (see 25.A and glossary above)
Rally HQ parking lot, the McDonald's parking lot in Colonial Beach, and the parking lot at the Riverboat on the Potomac in Colonial Beach are eligible rally roads. (25.B.2)

Sample Route Instructions

CAST
25

Outmarker
"Stop Ahead"

Outmarker Approximate Miles
1.2

Callback
10.00

TODR
10:35.00 AM

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Protection
North on US 1
Right at Stop
Left at T
SAP

Official Information: The committee considers the intersection at 5.2 miles to be a crossroad.

Virginia Reel National Course Rally
Leg 0

0.000	1) Left at T.
	2) Right at T.
	3) Left after Church, ITIS.
3.257	4) Right on Bullfrog. Cast 40.
6.000	5) Straight.
	6) Left. Pause 125.
	7) DIYC at "Hooters."

2013 Virginia Reel National Course Rally
Odometer Calibration Run

CAST
None

Outmarker
"Wingate by Wyndham 20"

Outmarker Approximate Miles
0.0

Callback
18.000

TODR
8:30

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Left at T
SAP

0.000	1) Left at "Wingate by Wyndham 20" SOR. Begin Tire Warmup.
0.074	2) Left at traffic light. Right at traffic light at 1706 at 0.938 OM.
2.533	3) (Straight at traffic light at 1.899 OM) Right at T. Left at Enon at "Stop All Way" at 2.654 OM.
4.425/ 0.000	4) End tire warmup at "No Outlet." (Sign on a parallel road on right.) Rezero Odometer. Begin Odometer Calibration Run.
0.191	5) Right at traffic light. (SL55 @ 0.221 OM)
1.079	6) Left at traffic light on 624 at Valero.
1.906	7) Left on Morton.
2.357	8) "Rallye Ln."
2.8	9) Right at T on 626.
4.395	10) Left at traffic light on Deacon Rd at T.
4.531	11) Right 2nd opportunity. (Culpeper)
5.257	12) Left on Sherwood Dr. (1089)
5.687	13) Right at T on 669. (Little Whim)
6.156	14) Left on White Oak.
7.125	15) Straight at traffic light.
9.883	16) Right on Chapel Green. (690)
10.035	17) Rufus.
12.367	18) Right at stop at T onto 603.
13.487	19) Left at T at traffic light.
13.693	20) End odometer calibration run at "Sunoco." (The tall sign by the road.)

2013 Virginia Reel National Course Rally
Leg 1

CAST
55

Outmarker
"Sunoco"

Outmarker Approximate Miles
0.0

Callback
18.00

TODR
9:15

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Onto
Left at T
SAP

/0.000	1)	Rezero Odometer at "Sunoco." (This is the tall sign by the road.) CAST 55. BFZ.
4.7	2)	Traffic light. Pause 75. (Port Conway Rd)
7.209	3)	SL45. CAST 45.
7.299	4)	Traffic light. (at Barbara's Way) Pause 75.
7.485	5)	Pause 75. (Stop bar of what would be a Traffic light at "Food Lion" if the roads existed.)
7.707	6)	Traffic light at 206. Pause 75.
8.167	7)	Traffic light at "Foxes Way." Pause 75.
8.570	8)	SL35. CAST 34.
8.644	9)	Right onto 610. EFZ.
8.676	10)	Left onto Millbank. (SOR - sign twisted.) CAST 43 at "Speed Limit 45" at 9.291 OM.
9.932	10a)	Straight by SAP to stay on Millbank. SL45 @ 9.951
13.454	11)	Right on Port Conway. ITIS.
16.442	11a)	Left. Loop closes at 610 and Port Conway.
17.591	12)	Control.

CAST
45

Outmarker
"Hopyard Dr"

Outmarker Approximate Miles
1.1

Callback
9.00

TODR
9:45

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Right at T
SAP

2013 Virginia Reel National Course Rally
Leg 2

18.699 /0.000 1) "Hopyard Dr" SOL. (White on blue road naming sign.) Rezero odometer. BFZ. Begin transit zone of 15.00 minutes to reach 3."

0.477 2) Traffic Light. (at T. Transit zone ends here because this is a T with route 3. Right at T by main road rule Right at T.) SL45 @ 2.878. TL @ 2.988. TL at Food Lion @ 3.156 TL @ 206 @ 3.376 TL @ Foxes Way @ 3.836 SL35 @ 4.237 SL45 @ 5.243 SL55 @ 5.645 TL @ 205 @ 5.940

6.287 3) Right on Mt Rose Dr. SL45 @ 6.331

7.419 4) DIYC at STOP. EFZ. (Right at T by MRD Right at T.)

7.644 4a Straight at TL at James Madison Pkwy

7.765 5) "Oak Grove 10." (You should have some significant time available here if you want to visit the Sheetz for refreshments or any services offered there.)

CAST
45

Official information: If you reach the Sheetz in this leg you are off course.

2013 Virginia Reel National Course Rally
Leg 3

Outmarker
"Oak Grove 10"

Outmarker Approximate Miles
0.3

Callback
4.500

TODR
10:19

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Curve Arrows
NORTH on Ashland
Onto
Right at T
SAP

7.765 /0.000	1)	"Oak Grove 10." Rezero odometer. CAST 45. BFZ. CAST 24 at "Clementine." (at 2.388) EFZ at 1.15 OIM. May overlap.
0.354	2)	Left onto Canterbury Loop. CAST 36. (Intended course is straight at Ashland Mill ahead via MRD Curve Arrows. Curve arrow right & "45 MPH" @ 0.620 OM)(Str. @ 622 @ 0.730 OM by Curver arrows)
1.205	2a)	Right at T on 3 by MRD Right at T
1.890	2b)	Right to follow Canterbury Loop on intended course by MRD Onto. Curve arrow again @ 2.149
2.255	3)	Left. ITIS. "One Lane Bridge" @ 3.097 One Lane Bridge @ 3.193
2.3866	3a)	CAST 24 at 0.100 OIM North of "Mill." (from NRI 1)
4.116	4)	Control.
4.180	5)	STOP.

2013 Virginia Reel National Course Rally
Leg 4

CAST
55

Outmarker
STOP

Outmarker Approximate Miles
0.1

Callback
6.000

TODR
10:31

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Right on Prim
Left At T
SAP

4.180 /0.000	1) Rezero odometer. CAST 55. Right at T on Ridge.
1.373	2) Right on Pine Hill.
1.416	3) CAST 38 at "Speed Limit 40." Curve arrow right then left @ 2.251OM
2.246	4) Watch for deer for 1.65 miles after curve arrow. CAST 34. Pause 100. May overlap. ITIS.
2.923	5) Left on Round Hill. Gulvey Loop Rd @ 3.105
4.414	6) Right on Prim. CAST 32 at "Speed Limit 35." (@ 4.451 OM)
5.283	7) Control. (At last big tree – orange tape)
5.684	8) "Private Property No Trespassing." SOL. (just after "Weight Limit 19 Tons." at 5.658 OM.)

2013 Virginia Reel National Course Rally
Leg 5

CAST
32

Outmarker
"Private Property"

Outmarker Approximate Miles
0.4

Callback
5.500

TODR
10:44

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Protection
Right on 3
Right at Y
Right at T
SAP

5.684 /0.000 1) "Private Property No Trespassing." SOL. Rezero odometer. CAST 32.

0.253 1a) Left by protection to avoid Big Timber. SL35 @ 0.286

1.570 1b) Right at T by MRD Right at T on Stoney Knoll.

2.642 1c) SL45 @ 1.597

Right on 3 by MRD Right on 3.

1.570 2) CAST 45 at STOP. (at Stony Knoll on course, at 3 off course)

5.025 3) Right on Round Hill. (just before Round Hill Market.)

5.065 4) DIYC at "Peerless." (Comes up quick. Comfort at Round Hill Market to your left if you wish. You should have about 15 minutes. Leg 7 is really long, & this is the last scheduled comfort stop before it, so consider your situation.)

2013 Virginia Reel National Course Rally
Leg 6

CAST
25

Outmarker
"Peerless"

Outmarker Approximate Miles
0.0

Callback
12.000

TODR
11:06

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Right at Crossroad
Right at T
SAP

5.065 /0.000	1) "Peerless." CAST 25. Rezero odometer. "Speed Limit 25" @ 0.019 OM.
0.425	2) CAST 45 at "Speed Limit 45." BFZ.
2.167	3) Straight at Pleasant Dr.
4.993	4) Left at T. (onto 205) ("45 mph" at abt. 5.08)
6.151	5) Right on Good Hope after "40 mph." ITIS. (Intended course is straight because you haven't seen "40 mph" because the sign is "45 mph.")
6.490	6) CAST 55 at "Purkins Corner 6."
8.565	7) Right on Poplar Neck before Bargain Center. CAST 35 at "Speed Limit 40."EFZ. (@ 8.588 OM) (Keep right in 0.4 mi to avoid unpaved driveway.) (at 9.06)
9.267	8) Control. (At broken-down old shack. Should be able to get the car off the road there.)
9.365	9) "Share The Road." (Underneath a Farmer Graphic.)

CAST
40

Outmarker
"Share the Road"

Outmarker Approximate Miles
0.1

Callback
29.00

TODR
11:26

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Left at T
EAST On 205Y
SAP

Official information: The committee believes that you are not after a road if you are on it.

2013 Virginia Reel National Course Rally
Leg 7

9.365 /0.000 1) "Share the Road." Rezero odometer. CAST 40. BFZ. Left on 205 at traffic light after "Meadow Ln" after 301. Pause 50. May overlap.

2.507 2) Left at T on 301. CAST 55. Right on Eden Dr at 4.140 OM. CAST 45 at "Speed Limit 45." (at 4.156.) CAST 35 at "Speed Limit 35." (at 5.587) Left on Dahlgren Rd. at 6.297 OM. Left on Indiantown Rd at 7.513 OM. CAST 45 at "Speed Limit 45." at 7.573 OM. CAST 35 at "Speed Limit 35." (at 8.391 OM.)

9.294 3) Left at T (on Kings Hwy.) SL45 @ 9.950

10.352 4) CAST 55 at "Speed Limit 55." (Trap @ 205 @ 10.646 OM)

12.184 5) Pause 100 at traffic light at 301.SL55@12.502 SL45@21.845 SL55@22.572 SL45@25.885, SL55@26.393, SL35@27.538.

6) CAST 4 mph less than the specified speed limit at each "Speed Limit" sign that specifies a limit that applies to the contestant vehicle until NRI 7. (Don't use school zone, "ahead" signs.)

21.158 6a) "Meadow Ln." L @ 205 @ 22.208 (NRI 1.)

27.892 7) Pause 100 at 205Y at "McDonalds". CAST 20. (This is in Colonial Beach)

28.052 8) Left on Euclid before Papa John's. DIYC at STOP. (28.194) EFZ.

Official information: This control is on a dead end road, @ "2 Hr Parking", but is not marked that way, and you can't reasonably see that it is at the preceding intersection. Don't refuse the control because this road is a dead end.

CAST
20

Outmarker
STOP

Outmarker Approximate Miles
0.0

Callback
3.00

TODR
12:08

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Onto
Left at T
SAP

2013 Virginia Reel National Course Rally
Leg 8

28.194 /0.000	1) STOP. Rezero odometer. CAST 20. BFZ. Pause 10 before control. May overlap. (L @ T @ 205 by MRD Left at T @ 0.482 OM)
0.850	2) EAST at "McDonalds" at traffic light. Pause 500. (That was a long leg. You may want to take a wee bit of a break at the McDs or the service station here, just to finish the morning without any pressing issues.)
1.400	3) CAST 15 at "+." EFZ. (This is "in town" so approach this point significantly "up" at your own risk. There may or may not be parking places, and you can't sit in the street.)
1.470	4) L before control. L onto Franklin. ITIS.
1.502	5) Control.
1.502	6) U-Turn.
1.538	7) "Colonial Beach Real Estate," on balcony on the right. Use the near end of the sign.
	8)
	9)
	10)

2013 Virginia Reel National Course Rally
Leg 9

CAST
20

Outmarker
"Colonial Beach Real Estate"

Outmarker Approximate Miles
0.0

Callback
3.750

TODR
12:24

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Left at Crossroad
Right at Y
Right at T
SAP

1.520 /0.000 1) "Colonial Beach Real Estate." Sign on balcony of building on the right. Use the near end of the sign. Rezero odometer. CAST 20. BFZ.

2) Straight at each opportunity until Euclid. (This is because of the left at crossroad MRD.)

0.606 2a) Left at traffic light by Left at Crossroad MRD. This is due to this technically being a crossroad, because the generals say that the entrance to McDonalds in Colonial Beach, straight ahead, exists.

0.685 3) CAST 35 at "Speed Limit 35." SL35 @ 0.685

2.012 4) Turn on 632. CAST 23.

3.596 4a) Right at T by MRD Right at T.

3.683 5) WEST into McDonalds. DIYC at speed bump at 3.716 OM. EFZ. (Speed bump is between Mcdonalds and the next business, Colonial Beach Discount.) (You should have about an hour and 15 minutes to get lunch. Obviously, McDonalds is here. The endpoint, The Riverboat on the Potomac, has food and is east at the traffic light and then right on Washington just before the open control for Leg 8, and then left into their parking lot. Lenny's is on the way there, on the left at Garfield and is a nice little diner.) U-turn.

2013 Virginia Reel National Course Rally
Leg 10

CAST
Transit

Outmarker
Speed Bump

Outmarker Approximate Miles
0.0

Callback
9.00

TODR
1:48

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Onto
Right at T
SAP

3.683 /0.000	1)	Speed bump. Rezero Odometer. Begin transit zone of 5.00 minutes.
0.033	2)	Left at traffic light at "exit." SL35 @ 0.116 OM
1.186	3)	Right onto Locust.
1.320	4)	Left onto Wakefield.
1.481	5)	Left onto Cedar.
1.578	6)	End transit zone at Stop. CAST 35. BFZ. (Right at T at 205 by MRD Right at T) SL45 @ 1.920
2.269	7)	CAST 55 at "Speed Limit 55." CAST 40 at 2.279 miles. (Follow Cedar at 4.336 OM)
4.370	7a)	"Speed Limit 40" on Cedar after you follow it.
5.907	7b)	Right at T on Pomona (628) by MRD.
6.487	7c)	Stop at Longfield. Straight by SAP.
4.609	8)	Left onto Treakle. Left at Longfield. WEST at 628. Pause 75. ITIS. (This is not executed because you follow Cedar before getting to it.)
6.574	9)	EFZ at "Speed Limit 50." CAST 32 at 1.000 mile. (About 7.05 OM for off-course.)
7.982	10)	Control.
8.124	11)	"627."

2013 Virginia Reel National Course Rally
Leg 11

CAST
30

Outmarker
"627"

Outmarker Approximate Miles
0.1

Callback
6.500

TODR
2:08

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Onto
Left on Kings Hwy
Right at T
SAP

8.124 /0.000 1) "627." Rezero odometer. Left onto 627. (Yes, we mean do it here, at 0.000 OM.) CAST 30. (SL30 @ 1.522 OM)

2.631 2) CAST 48 at Kings Hwy. (Don't screw up the main road here – there's no loop for that.)

2.714 3) Straight. (@ 627) Pause 125. ITIS. SL45 @ 5.896

6.151 4) DIYC at "Washington District Elementary School."

2013 Virginia Reel National Course Rally
Leg 12

CAST
40

Outmarker
"Washington District Elementary School"

Outmarker Approximate Miles
0.0

Callback
9.000

TODR
2:21

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Onto
Right at T
SAP

6.151 /0.000	1) "Washington District Elementary School." Rezero odometer. CAST 40.
0.107	2) Right at traffic light. Pause 100.
0.787	3) CAST 50 at "End 40 mile speed."
2.222	4) Right onto Cottage Farm. CAST 36.
2.252	5) CAST 32 at "Campbelton Hunt Club." ITIS.
4.138	6) Straight onto Claymont at stop. (Claymont is the paved road ahead and to the right.) (4.552 – Straight onto Claymont by "onto.")
5.468	7) Left onto Kings Hwy. CAST 55.
6.432	8) Left on Rollins Fork. CAST 25. Pause 75.
6.515	9) Control.
7.062	10) Stop.
	11)
	12)

2013 Virginia Reel National Course Rally
Leg 13

CAST
55

Outmarker
STOP

Outmarker Approximate Miles
0.6

Callback
10.000

TODR
2:37

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Left at T
SAP

7.101 /0.000	1) STOP. Rezero odometer. CAST 55.
0.462	2) Left on Index. CAST 35.
0.804	3) Left on Salem Church. (Old ckpt in-line 1.197.)
4.153	4) Turn on Oaken Brow. ITIS. (Correct course is to turn RIGHT on Oaken Brow which is marked as such by the Oaken Brow sign marking the non-existent road to the left)(SL 40 @ 4.190)
5.199	Left on Jersey at T by MRD Left at T.
6.139	5) Right at 301. CAST 55. (SL45@7.728)
8.090	6) DIYC at "Potomac River Br" just after "Ingleside Plantation Vineyards 12.5."
8.182	7) Right at traffic light. (on 3) (You should have about 20 minutes for fuel and/or comfort at the Sheetz.)
8.281	8) "Oak Grove 10."

CAST
45

Outmarker
"Oak Grove 10"

Outmarker Approximate Miles
0.2

Callback
5.500

TODR
3:13

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Right at T
SAP

2013 Virginia Reel National Course Rally
Leg 14

8.289 /0.000	1)	"Oak Grove 10." Rezero odometer. CAST 45. BFZ.
0.354	2)	Left on Canterbury Loop. (Curve arrow @ 0.618 OM)
0.722	3)	Left on Ashland Mill. CAST 25.
1.568	3a)	"One Lane Bridge."
1.663	4)	Pause 133 at narrow bridge. ITIS.
2.652	5)	Right at T. CAST 55.
4.507	6)	Left on Poplar Neck after Bargain Center. CAST 35. Pause 50. EFZ. (Keep right at 0.4 mi to avoid unpaved driveway straight ahead.)
4.210	7)	Pause 133 at 1.00 miles prior to control.
5.210	7a)	Control.
5.308	8)	"Share the road."

2013 Virginia Reel National Course Rally
Leg 15

CAST
40

Outmarker
"Share the road"

Outmarker Approximate Miles
0.1

Callback
10.00

TODR
3:28

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Right at T
SAP

5.308 /0.000	1)	"Share the road." Rezero odometer. CAST 40.
2.507	2)	Left at T on 301. CAST 50.
4.423	2a)	"Speed Limit 45."
4.715	3)	Right at traffic light on 205. Pause 75.
5.997	4)	Right at traffic light. Pause 75. CAST 45.
6.708	5)	"Speed limit 35." CAST 35 for 1.25 mile.
7.958	5a)	Resume 45 mph cast.
8.100	6)	Left on St. Anthonys. CAST 25.
8.602	7)	Turn on Millbank. (610) CAST 35.
9.216	8)	DIYC at "Speed Limit 45."
9.876	9)	"Speed Limit 45."

CAST
36

Outmarker
"Speed Limit 45"

Outmarker Approximate Miles
0.6

Callback
7.500

TODR
3:47

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Left at T
SAP

Official information: As a clarification to overlap, it is possible to execute non-conflicting actions of 2 overlapping instructions at the same point or reference simultaneously.

2013 Virginia Reel National Course Rally
Leg 16

9.876 /0.000 1) "Speed limit 45." Rezero odometer. CAST 36. BFZ.

2) Pause 0.25 at each white on blue "Millbank" until 0.01 mi prior to "607." May overlap. (Millbank signs at 0.611, 1.373, 2.023, 2.577, 3.087 OM)

1.373 3) CAST 42 at "Gera." Left on Port Conway. (@3.500) Stop at 301 at 4.345

4.374 4) EFZ at "Jeep." CAST 5 For 2.00 minutes. Then CAST 35. (@ 4.541)

5.345 5) "Woodlawn Plantation 1790." (All 899 acres of the original plantation are intact.)

6.000 6) Control. (At field entrance.)

6.223 7) Black and yellow paddles at near end of bridge.

2013 Virginia Reel National Course Rally
Leg 17

CAST
35

Outmarker
Black and yellow paddles at 6.330 OM

Outmarker Approximate Miles
0.2

Callback
20.00

TODR
4:03

Priority List

1 Execute an Emergency Instruction

2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage

3 Execute a Course Directing Action

4 Follow The Main Road

Main Road List
Right on Round Hill
Left at T
SAP

6.223 /0.000	1)	Black and yellow paddles at near end of bridge. Rezero odometer. CAST 35. BFZ.
0.755	2)	Left on Welcome.
0.797	2a)	"Speed Limit 40."
1.806	3)	Jog EAST at T. May overlap.
3.43	3a)	North on Shiloh Loop Rd at T by MRD Left at T.
3.693	3b)	Straight across 3 / Kings Hwy by SAP.
6.260	3c)	STOP.
7.803	3d)	Left at T by the jog of NRI 3 completion.
7.89	3e)	"Speed Limit 45."
8.465	4)	North on Alden. CAST 25. ITIS. (Sorry about the slow speed, but that's the speed limit sign on the other end of this road. Don't want anyone getting arrested…)
10.532	5)	Right at T at 205. CAST 55.
12.571	6)	Straight. Pause 125. ITIS. (Where Round Hill intersects 205, which is necessary because of the main road "Right on Round Hill.")
15.832	7)	CAST 35 at "Colonial Beach Corporate Limits."
17.572	8)	Right on 632. Pause 50. CAST 25. EFZ.
18.134	9)	Control. Outmarker at 19.165 OM.

CAST
45

Outmarker
STOP

Outmarker Approximate Miles
1.0

Callback
9.00

TODR
4:41

Priority List

1 Execute an Emergency Instruction
2 Execute a Specified Action at an Official Mileage if It Occurs At That Mileage
3 Execute a Course Directing Action
4 Follow The Main Road

Main Road List
Left at Y
Left at T
SAP

Official information: A stop sign on a sideroad on which the "stop" lettering is clearly visible as you approach it can be used for NRI 4 even if the text becomes unreadable in the last few hundredths of a mile when approaching it.

2013 Virginia Reel National Course Rally
Leg 18

19.165 /0.000	1)	STOP. Rezero odometer. CAST 45. Right. BFZ.
0.365	2)	Right at blinker. CAST 40. (Keep left in 0.1 to avoid dead end road.)
2.05	2a)	Left at Y by MRD Left at Y.
2.595	3)	Left at crossroad at Longfield. CAST 45.
4.337	4)	Begin 5.00 minute transit zone at 3rd "stop." (2 stops are here at 205 / James Monroe. There's one preceding the intersection. Left at T by MRD "Left at T.")
6.738	4a)	"Stop" at sideroad.
8.133	5)	Right on east 205Y at "McDonalds."
8.683	6)	End transit zone at "+." EFZ. DIYC. End timed portion of Virginia Reel. Thanks for participating. We hope you had a good time.
8.743	7)	Right on Washington at crossroad.
8.843	8)	Left into the Riverboat on the Potomac parking lot. Turn in DIYC slips inside. Eat, drink, be merry. Scores soon.

DIYC SLIP

CAR#_____ Leg#_____ In Time____:_____.____

DIYC SLIP

CAR#_____ Leg#_____ In Time____:_____.____

DIYC SLIP

CAR#_____ Leg#_____ In Time____:_____.____

DIYC SLIP

CAR#_____ Leg#_____ In Time____:_____.____

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

CAR #_____ Leg #_____ Balk: 0.____

Delay Slip - Circle the delay amount of your request:

0.50	1.50	2.50	3.50	4.50	5.50	6.50
7.50	8.50	9.50	10.50	11.50	12.50	13.50
14.50	15.50	16.50	17.50	18.50	19.50	

LEG #: 1
Leg Time: **26.28**
Leg Mileage: **17.591**

Car #_____
Your In Time:____:___.____
Your Claimed Delay:____.50
Your Claimed Balk:___0.___

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				9 :	15.00000
0.000	7.209	55	7.8644	9 :	22.86436
7.209	8.570	45	1.8147	9 :	24.67903
8.570	9.291	34	1.2724	9 :	25.95138
9.291	17.591	43	11.5814	9 :	37.53278
	Pause	0.75	0.7500	9 :	38.28278
	Pause	0.75	0.7500	9 :	39.03278
	Pause	0.75	0.7500	9 :	39.78278
	Pause	0.75	0.7500	9 :	40.53278
	Pause	0.75	0.7500	9 :	41.28278

NRI 9 put you "onto" 610 and NRI 10 put you "onto" Millbank. Since NRI 10 directed you in the same direction as the main road because 610 also was on Millbank, you were "onto" both 610 and Millbank. At the next intersection, Millbank went straight and 610 went right. Failing to notice Millbank and thus following 610 to the right would get you to the contol significantly early.

LEG #: 2
Leg Time: **24.25**
Leg Mileage: **7.419**

Car #_____
Your In Time:____:___.____

Odo fr	Odo to	Pause/ Speed Transit	ET		Prev. TODR
				9 :	45.00000
			15	10 :	0.00000
0.477	7.419	45	9.2560	10 :	9.25600

NRI 1 put you into a 15 minute transit zone until 3. At NRI 2, you simply observed the traffic light at an official mileage. But if you also observed that this road was marked as route 3, you ended the transit zone and cast 45 through town and ultimately to the DIYC. Still in a free zone, there was no need to maintain 45 mph, just get to the DIYC where you would be much earlier than if you maintained the transit zone until NRI 3 instead. If you did this right, you would have significant time to visit the Sheetz for refreshments or any other services available there.

LEG #:	3	Car #_____	
Leg Time:	**8.18**	Your In Time:____:___.____	
Leg Mileage:	**4.116**	Your Claimed Delay:____.50	
		Your Claimed Balk:___0.___	

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				10 :	19.00000
0.000	0.354	45	0.4720	10 :	19.47200
0.354	2.386	36	3.3867	10 :	22.85867
2.386	4.116	24	4.3250	10 :	27.18367

At your first encounter with Ashland Mill, a curve arrow directed you straight by MRD Curve Arrows. Going straight there had you doing a right at T at 3, then following Canturbury Loop to the right which you were "onto" from NRI 2, and coming back to Ashland Mill where you could do the mileaged left of the ITIS instruction NRI 3 and get onto Ashland Mill. The cast of 24 from NRI 1, executed at "Clementine", got you underneath the 25 mph limit for that road, marked on the other end of it, so you could get to the checkpoint at a legal speed.

LEG #:	4	Car #_____	
Leg Time:	**7.89**	Your In Time:____:___.____	
Leg Mileage:	**5.283**	Your Claimed Delay:____.50	
		Your Claimed Balk:___0.___	

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR 10 :	31.00000
0.000	1.416	55	1.5447	10 :	32.54473
1.416	4.451	38	4.7921	10 :	37.33683
4.451	5.283	32	1.5600	10 :	38.89683

The ITIS instruction told you to watch for deer and then cast and pause after a curve arrow. Curve arrow is not defined in either the RRR or this event's general instructions, so in order to see a curve arrow, you would have needed an official mileage for it. The ITIS instruction should have been refused, and its cast and pause not taken.

Car #_____

LEG #: 5

Your In Time:____:___.____

Leg Time: **7.60**

Leg Mileage: **5.065**

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				10 :	44.00000
0.000	1.570	32	2.9438	10 :	46.94375
1.570	5.065	45	4.6600	10 :	51.60375

Shortly after the control, you arrived at the intersection with Big Timber going right at a Y. You had main roads Right at T and Right at Y, but Protection which had a higher priority. You should have gone left here by protection. If you went right, you were early at the control.

		Car #_____
LEG #:	6	Your In Time:____:___.____
Leg Time:	**12.55**	Your Claimed Delay:____.50
Leg Mileage:	**9.267**	Your Claimed Balk:___0.___

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				11 :	6.00000
0.000	0.425	25	1.0200	11 :	7.02000
0.425	6.490	45	8.0867	11 :	15.10667
6.490	8.588	55	2.2887	11 :	17.39539
8.588	9.267	35	1.1640	11 :	18.55939

NRI 5's ITIS instruction told you to go right on Good Hope after a sign reading "40 MPH." There was a sign "45 MPH" about 1/10th mile after NRI 4's left at T onto 205, but no "40 MPH." You should have refused the ITIS instruction. Late to the control if you executed it.

LEG #: 7
Leg Time: **39.80**
Leg Mileage: **28.194**

Car #_____
Your In Time:____:___.____

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				11 :	26.00000
0.000	2.507	40	3.7605	11 :	29.76050
2.507	4.156	55	1.7989	11 :	31.55941
4.156	5.587	45	1.9080	11 :	33.46741
5.587	7.573	35	3.4046	11 :	36.87198
7.573	8.391	45	1.0907	11 :	37.96265
8.391	10.352	35	3.3617	11 :	41.32436
10.352	12.502	55	2.3455	11 :	43.66982
12.502	21.845	51	10.9918	11 :	54.66158
21.845	22.572	41	1.0639	11 :	55.72548
22.572	25.885	51	3.8976	11 :	59.62313
25.885	26.393	41	0.7434	12 :	0.36654
26.393	27.538	51	1.3471	12 :	1.71360
27.538	27.892	31	0.6852	12 :	2.39876
27.892	28.194	20	0.9060	12 :	3.30476
	Pause	0.5	0.5000	12 :	3.80476
	Pause	1	1.0000	12 :	4.80476
	Pause	1	1.0000	12 :	5.80476

This is a Virginia Reel, so of course, by tradition, it needs a confidence leg. There was no "Meadow Ln" sign prior to your first encounter with 205 at a traffic light. You should have gone straight there, continued seeking "Meadow Ln", and found it a bit before the 2nd encounter of 205 with rt. 3 at a traffic light, 10 miles later. You were early to the control if you turned at the 1st encounter with 205.

LEG #:	8
Leg Time:	**9.70**
Leg Mileage:	**1.502**

Car #_____
Your In Time:____:___.____
Your Claimed Delay:____.50
Your Claimed Balk:___0.___

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				12 :	8.00000
0.000	1.400	20	4.2000	12 :	12.20000
1.400	1.502	15	0.4080	12 :	12.60800
	Pause	5	5.0000	12 :	17.60800
	Pause	0.10	0.1000	12 :	17.70800

The ITIS instruction said "L" on Washington. The term "L", often used for "left" in some other rallies is not defined in either the RRR or the general instructions for this rally. The ITIS instruction should not have been executed. You should have driven straight into the control, and remember to do the pause 10, a mechanism really there to allow you to stop in front of the control legally in this area of elevated congestion, and set up the control entry in relatively low pressure. Executing the ITIS instruction would, of course, get you to the control late.

LEG #:	9	Car #_____	
Leg Time:	**8.77**	Your In Time:____:___.____	
Leg Mileage:	**3.716**		

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				12 :	24.00000
0.000	0.685	20	2.0550	12 :	26.05500
0.685	2.012	35	2.2749	12 :	28.32986
2.012	3.716	23	4.4452	12 :	32.77507

At the intersection by McDonalds, you had MRD's right at T, right at Y, and left at crossroad. The intersection was neither a T or a Y, but instead was a crossroad because the general instructions made the entrance to the McDonald's in Colonial Beach existent. You should have done left at crossroad there, turned on 632 a couple miles later, circled behind the McDonalds on this road, and done a right at T main road to get back to the McDonalds and enter it for the DIYC.

LEG #:	10	Car #_____	
Leg Time:	**13.97**	Your In Time:____:___.____	
Leg Mileage:	**7.982**	Your Claimed Delay:____.50	
		Your Claimed Balk:___0.___	

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				13 :	48.00000
0.000	Transit	5	5.0000	13 :	53.00000
1.578	2.269	35	1.1846	13 :	54.18457
2.269	4.548	55	2.4862	13 :	56.67075
4.548	7.574	40	4.5390	14 :	1.20975
7.574	7.982	32	0.7650	14 :	1.97475

Two traps.

First, you are put "onto" Cedar and then leave it via MRD Right at T when turning onto 205 at the end of the transit zone, but re-encounter it at Cedar Hill and of course should have followed it there.

The other trap is that NRI 7 tells you to cast 55 at an official mileage, and then tells you to cast 40 seemingly at a mileage 1/100th of a mile later in the text of the instruction. However, mileages in the text of an instruction are official interval mileages, so you had to add the mileage in the text to the mileage in the margin to get the real official mileage at which to cast.

LEG #:	11	Car #_____	
Leg Time:	**10.91**	Your In Time:____:___.____	
Leg Mileage:	**6.151**		

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				14 :	8.00000
0.000	2.631	30	5.2620	14 :	13.26200
2.631	6.151	48	4.4000	14 :	17.66200
	Pause	1.25	1.2500	14 :	18.91200

A simple "onto" trap. The 1st instruction put you "onto" 627. After executing the MRD "Left on Kings Hwy" to go left, 627 appeared almost immediately to the right. The straight instruction in the ITIS should have been executed to continue straight on Kings Hwy and the pause in the ITIS taken. Early at the control if you didn't do the ITIS and pause.

LEG #:	12	Car #_____	
Leg Time:	**11.98**	Your In Time:____:___.____	
Leg Mileage:	**6.515**	Your Claimed Delay:____.50	
		Your Claimed Balk:___0.___	

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				14 :	21.00000
0.000	0.787	40	1.1805	14 :	22.18050
0.787	2.222	50	1.7220	14 :	23.90250
2.222	2.252	36	0.0500	14 :	23.95250
2.252	5.468	32	6.0300	14 :	29.98250
5.468	6.432	55	1.0516	14 :	31.03414
6.432	6.515	25	0.1992	14 :	31.23334
	Pause	1	1.0000	14 :	32.23334
	Pause	0.75	0.7500	14 :	32.98334

This was a quick sign trap. The sign, "Campbelton Hunt Club" was at the bottom of an Adopt A Highway sign shortly after turning onto Cottage Farm. Somewhat less than a max early if you didn't downcast via the ITIS instruction.

LEG #: 13
Leg Time: **12.36**
Leg Mileage: **8.090**

Car #_____
Your In Time:____:___.____

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				14 :	37.00000
0.000	0.462	55	0.5040	14 :	37.50400
0.462	6.139	35	9.7320	14 :	47.23600
6.139	8.090	55	2.1284	14 :	49.36436

NRI 4 told you to turn on Oaken Brow, which was identified at an intersection with a gated road to the left and a sideroad right. Gated roads don't exist, so its road identification sign could be used to identify the road across the intersection instead.

LEG #:	14
Leg Time:	**9.32**
Leg Mileage:	**5.210**

Car #_____
Your In Time:____:___.____
Your Claimed Delay:____.50
Your Claimed Balk:___0.___

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				15 :	13.00000
0.0000	0.7220	45	0.9627	15 :	13.96267
0.7220	2.6520	25	4.6320	15 :	18.59467
2.6520	4.5070	55	2.0236	15 :	20.61830
4.5070	5.2100	35	1.2051	15 :	21.82345
	Pause	0.5	0.5000	15 :	22.32345

Two traps:

The 1st trap invited you to pause 1.33 minutes at a narrow bridge, but only a one lane bridge was identified by a sign on this leg. The bridge may indeed be narrow, but the sign has to say "narrow bridge" for you to be able to use it for the rally.

The 2nd trap is known as an underlap trap. You were instructed to pause 1 mile prior to the control. However, the previous NRI was not completed at a greater distance than 1 mile prior to the control, so the instruction could not be initiated prior to the completion point of the previous instruction. That was another 1.33 minute pause that should not have been taken.

LEG #: 15
Leg Time: **14.98**
Leg Mileage: **9.216**

Car #_____
Your In Time:____:___.____

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				15 :	28.00000
0.000	2.507	40	3.7605	15 :	31.76050
2.507	5.997	50	4.1880	15 :	35.94850
5.997	6.708	45	0.9480	15 :	36.89650
6.708	7.958	35	2.1429	15 :	39.03936
7.958	8.100	45	0.1893	15 :	39.22869
8.100	8.602	25	1.2048	15 :	40.43349
8.602	9.216	35	1.0526	15 :	41.48606
	Pause	0.75	0.7500	15 :	42.23606
	Pause	0.75	0.7500	15 :	42.98606

If we have an underlap trap like the last leg, then shouldn't we have an overlap trap too? NRI 5 instructed a cast of 35 for 1.25 mile. You had to complete the mile and a quarter before considering NRI 6, which instructed a left on St. Anthony's. Your first encounter with St. Anthony's occurred well before the 1.25 mile was completed, so you had to hold NRI 6, and wait until the 1.25 mile was completed, and then turn left on St. Anthony's at the traffic light with Foxes Way. Early if you didn't wait for the 1.25 mile to complete.

LEG #:	16	Car #_____	
Leg Time:	**11.08**	Your In Time:____:___.____	
Leg Mileage:	**6.000**	Your Claimed Delay:____.50	
		Your Claimed Balk:___0.___	

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				15 :	47.00000
0.000	1.373	36	2.2883	15 :	49.28833
1.373	4.374	42	4.2871	15 :	53.57548
4.374	4.541	5	2.0000	15 :	55.57547
4.541	6.000	35	2.5017	15 :	58.07718
	Pause	0.0025	0.0025	15 :	58.07968
	Pause	0.0025	0.0025	15 :	58.08218
	Pause	0.0025	0.0025	15 :	58.08468
	Pause	0.0025	0.0025	15 :	58.08718
	Pause	0.0025	0.0025	15 :	58.08968

Two traps:

First, and probably the sneakiest, is the restart "Speed Limit 45" was the sign about 0.6 miles after the "Speed Limit 45" at which you did the DIYC for the previous leg.

Second, all the pauses were instructed as "0.25" which, since all our pauses today are given in 1/100th minutes as specified in the general instructions, you had 5, or maybe 6 if you didn't catch the other trap, pauses, amounting to 1.25 or 1.50 hundredths of a minute, and not 1.25 or 1.50 minutes.

LEG #:	17
Leg Time:	**31.33**
Leg Mileage:	**18.134**

Car #_____
Your In Time:____:___.____
Your Claimed Delay:____.50
Your Claimed Balk:___0.___

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				16 :	3.00000
0.000	8.465	35	14.5114	16 :	17.51143
8.465	10.532	25	4.9608	16 :	22.47223
10.532	15.832	55	5.7818	16 :	28.25405
15.832	17.572	35	2.9829	16 :	31.23690
17.572	18.134	25	1.3488	16 :	32.58570
	Pause	1.25	1.2500	16 :	33.83570
	Pause	0.50	0.5000	16 :	34.33570

Finally, the jog trap. This "jog east" needed to be followed by a turn at a T to the west. You couldn't do it at the 1st T, as the road to the left was north. The 2nd T was eligible because of the main road, "Right on Round Hill." After turning left / west onto Round Hill, the "North on Alden" ITIS instruction could be done, and then the right at T on 205 got you onto 205 into Colonial Beach. There were several ways to get thru this depending on what you did, we believe they all loop, and you could have been early, on time, or late depending on how you handled it.

One final trap was the ITIS pause instruction at a straight, which needed to be there to keep MRD Right on Round Hill from sending you west away from Colonial Beach where it intersected with 205. You should have taken the pause of the ITIS. Early at the control for not taking this pause.

LEG #: 18
Leg Time: **11.15**
Leg Mileage: **8.683**

Car #_____
Your In Time:____:___.____

Odo fr	Odo to	Pause/ Speed	ET	Prev. TODR	
				16 :	41.00000
0.000	0.365	45	0.4867	16 :	41.48667
0.365	2.595	40	3.3450	16 :	44.83167
2.595	4.337	45	2.3227	16 :	47.15433
	Transit	5	5.0000	16 :	52.15433
4.337	8.683	0	0.0000	16 :	52.15433

The final leg told you to begin a transit zone at the 3rd "stop," which is the text on a sign. The official information permitted you to use stop signs for sideroads that might go out of visibility in the last few hundredths of a mile as you approached them. There was such a stop sign on a sideroad along Longfield, then a 2nd stop sign controlling your vehicle at the end of Longfield at the T with 205. The 3rd sign was a "School Bus Stop Ahead" sign visible to your right at that same T. So the transit zone should have begun at 205 and Longfield. Late at the control for waiting for the subsequent stop sign for the road to the right at 632 before starting your transit zone.

Checkpoint 1 Log

Open:	9	:	22.00						
Close:	10	:	3.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	9	:	42.28	___.50	0.____	__:__.__	__:__.__	__.__	____
2	9	:	43.28	___.50	0.____	__:__.__	__:__.__	__.__	____
3	9	:	44.28	___.50	0.____	__:__.__	__:__.__	__.__	____
4	9	:	45.28	___.50	0.____	__:__.__	__:__.__	__.__	____
5	9	:	46.28	___.50	0.____	__:__.__	__:__.__	__.__	____
6	9	:	47.28	___.50	0.____	__:__.__	__:__.__	__.__	____
7	9	:	48.28	___.50	0.____	__:__.__	__:__.__	__.__	____
8	9	:	49.28	___.50	0.____	__:__.__	__:__.__	__.__	____
9	9	:	50.28	___.50	0.____	__:__.__	__:__.__	__.__	____
10	9	:	51.28	___.50	0.____	__:__.__	__:__.__	__.__	____
11	9	:	52.28	___.50	0.____	__:__.__	__:__.__	__.__	____
12	9	:	53.28	___.50	0.____	__:__.__	__:__.__	__.__	____
13	9	:	54.28	___.50	0.____	__:__.__	__:__.__	__.__	____
14	9	:	55.28	___.50	0.____	__:__.__	__:__.__	__.__	____
15	9	:	56.28	___.50	0.____	__:__.__	__:__.__	__.__	____
16	9	:	57.28	___.50	0.____	__:__.__	__:__.__	__.__	____
17	9	:	58.28	___.50	0.____	__:__.__	__:__.__	__.__	____
18	9	:	59.28	___.50	0.____	__:__.__	__:__.__	__.__	____
19	10	:	0.28	___.50	0.____	__:__.__	__:__.__	__.__	____
20	10	:	1.28	___.50	0.____	__:__.__	__:__.__	__.__	____
21	10	:	2.28	___.50	0.____	__:__.__	__:__.__	__.__	____
22	10	:	3.28	___.50	0.____	__:__.__	__:__.__	__.__	____
23	10	:	4.28	___.50	0.____	__:__.__	__:__.__	__.__	____
24	10	:	5.28	___.50	0.____	__:__.__	__:__.__	__.__	____
25	10	:	6.28	___.50	0.____	__:__.__	__:__.__	__.__	____
26	10	:	7.28	___.50	0.____	__:__.__	__:__.__	__.__	____
27	10	:	8.28	___.50	0.____	__:__.__	__:__.__	__.__	____
28	10	:	9.28	___.50	0.____	__:__.__	__:__.__	__.__	____
29	10	:	10.28	___.50	0.____	__:__.__	__:__.__	__.__	____
30	10	:	11.28	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 2 Log (DIYC)

Car #	Perfect Time						In_Time	Diff	Score
1	10	:	10.25				__:__.__	__.__	_____
2	10	:	11.25				__:__.__	__.__	_____
3	10	:	12.25				__:__.__	__.__	_____
4	10	:	13.25				__:__.__	__.__	_____
5	10	:	14.25				__:__.__	__.__	_____
6	10	:	15.25				__:__.__	__.__	_____
7	10	:	16.25				__:__.__	__.__	_____
8	10	:	17.25				__:__.__	__.__	_____
9	10	:	18.25				__:__.__	__.__	_____
10	10	:	19.25				__:__.__	__.__	_____
11	10	:	20.25				__:__.__	__.__	_____
12	10	:	21.25				__:__.__	__.__	_____
13	10	:	22.25				__:__.__	__.__	_____
14	10	:	23.25				__:__.__	__.__	_____
15	10	:	24.25				__:__.__	__.__	_____
16	10	:	25.25				__:__.__	__.__	_____
17	10	:	26.25				__:__.__	__.__	_____
18	10	:	27.25				__:__.__	__.__	_____
19	10	:	28.25				__:__.__	__.__	_____
20	10	:	29.25				__:__.__	__.__	_____
21	10	:	30.25				__:__.__	__.__	_____
22	10	:	31.25				__:__.__	__.__	_____
23	10	:	32.25				__:__.__	__.__	_____
24	10	:	33.25				__:__.__	__.__	_____
25	10	:	34.25				__:__.__	__.__	_____
26	10	:	35.25				__:__.__	__.__	_____
27	10	:	36.25				__:__.__	__.__	_____
28	10	:	37.25				__:__.__	__.__	_____
29	10	:	38.25				__:__.__	__.__	_____
30	10	:	39.25				__:__.__	__.__	_____

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Checkpoint 3 Log

Open:	10	:	8.00						
Close:	10	:	49.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	10	:	28.18	___.50	0.____	__:__.__	__:__.__	__.__	____
2	10	:	29.18	___.50	0.____	__:__.__	__:__.__	__.__	____
3	10	:	30.18	___.50	0.____	__:__.__	__:__.__	__.__	____
4	10	:	31.18	___.50	0.____	__:__.__	__:__.__	__.__	____
5	10	:	32.18	___.50	0.____	__:__.__	__:__.__	__.__	____
6	10	:	33.18	___.50	0.____	__:__.__	__:__.__	__.__	____
7	10	:	34.18	___.50	0.____	__:__.__	__:__.__	__.__	____
8	10	:	35.18	___.50	0.____	__:__.__	__:__.__	__.__	____
9	10	:	36.18	___.50	0.____	__:__.__	__:__.__	__.__	____
10	10	:	37.18	___.50	0.____	__:__.__	__:__.__	__.__	____
11	10	:	38.18	___.50	0.____	__:__.__	__:__.__	__.__	____
12	10	:	39.18	___.50	0.____	__:__.__	__:__.__	__.__	____
13	10	:	40.18	___.50	0.____	__:__.__	__:__.__	__.__	____
14	10	:	41.18	___.50	0.____	__:__.__	__:__.__	__.__	____
15	10	:	42.18	___.50	0.____	__:__.__	__:__.__	__.__	____
16	10	:	43.18	___.50	0.____	__:__.__	__:__.__	__.__	____
17	10	:	44.18	___.50	0.____	__:__.__	__:__.__	__.__	____
18	10	:	45.18	___.50	0.____	__:__.__	__:__.__	__.__	____
19	10	:	46.18	___.50	0.____	__:__.__	__:__.__	__.__	____
20	10	:	47.18	___.50	0.____	__:__.__	__:__.__	__.__	____
21	10	:	48.18	___.50	0.____	__:__.__	__:__.__	__.__	____
22	10	:	49.18	___.50	0.____	__:__.__	__:__.__	__.__	____
23	10	:	50.18	___.50	0.____	__:__.__	__:__.__	__.__	____
24	10	:	51.18	___.50	0.____	__:__.__	__:__.__	__.__	____
25	10	:	52.18	___.50	0.____	__:__.__	__:__.__	__.__	____
26	10	:	53.18	___.50	0.____	__:__.__	__:__.__	__.__	____
27	10	:	54.18	___.50	0.____	__:__.__	__:__.__	__.__	____
28	10	:	55.18	___.50	0.____	__:__.__	__:__.__	__.__	____
29	10	:	56.18	___.50	0.____	__:__.__	__:__.__	__.__	____
30	10	:	57.18	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 4 Log

Open:	10	:	19.00						
Close:	10	:	60.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	10	:	39.89	___.50	0.____	__:__.__	__:__.__	__.__	____
2	10	:	40.89	___.50	0.____	__:__.__	__:__.__	__.__	____
3	10	:	41.89	___.50	0.____	__:__.__	__:__.__	__.__	____
4	10	:	42.89	___.50	0.____	__:__.__	__:__.__	__.__	____
5	10	:	43.89	___.50	0.____	__:__.__	__:__.__	__.__	____
6	10	:	44.89	___.50	0.____	__:__.__	__:__.__	__.__	____
7	10	:	45.89	___.50	0.____	__:__.__	__:__.__	__.__	____
8	10	:	46.89	___.50	0.____	__:__.__	__:__.__	__.__	____
9	10	:	47.89	___.50	0.____	__:__.__	__:__.__	__.__	____
10	10	:	48.89	___.50	0.____	__:__.__	__:__.__	__.__	____
11	10	:	49.89	___.50	0.____	__:__.__	__:__.__	__.__	____
12	10	:	50.89	___.50	0.____	__:__.__	__:__.__	__.__	____
13	10	:	51.89	___.50	0.____	__:__.__	__:__.__	__.__	____
14	10	:	52.89	___.50	0.____	__:__.__	__:__.__	__.__	____
15	10	:	53.89	___.50	0.____	__:__.__	__:__.__	__.__	____
16	10	:	54.89	___.50	0.____	__:__.__	__:__.__	__.__	____
17	10	:	55.89	___.50	0.____	__:__.__	__:__.__	__.__	____
18	10	:	56.89	___.50	0.____	__:__.__	__:__.__	__.__	____
19	10	:	57.89	___.50	0.____	__:__.__	__:__.__	__.__	____
20	10	:	58.89	___.50	0.____	__:__.__	__:__.__	__.__	____
21	10	:	59.89	___.50	0.____	__:__.__	__:__.__	__.__	____
22	11	:	0.89	___.50	0.____	__:__.__	__:__.__	__.__	____
23	11	:	1.89	___.50	0.____	__:__.__	__:__.__	__.__	____
24	11	:	2.89	___.50	0.____	__:__.__	__:__.__	__.__	____
25	11	:	3.89	___.50	0.____	__:__.__	__:__.__	__.__	____
26	11	:	4.89	___.50	0.____	__:__.__	__:__.__	__.__	____
27	11	:	5.89	___.50	0.____	__:__.__	__:__.__	__.__	____
28	11	:	6.89	___.50	0.____	__:__.__	__:__.__	__.__	____
29	11	:	7.89	___.50	0.____	__:__.__	__:__.__	__.__	____
30	11	:	8.89	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 5 Log (DIYC)

Car #	Perfect Time						In_Time	Diff	Score
1	10	:	52.60				__:__.__	__.__	_____
2	10	:	53.60				__:__.__	__.__	_____
3	10	:	54.60				__:__.__	__.__	_____
4	10	:	55.60				__:__.__	__.__	_____
5	10	:	56.60				__:__.__	__.__	_____
6	10	:	57.60				__:__.__	__.__	_____
7	10	:	58.60				__:__.__	__.__	_____
8	10	:	59.60				__:__.__	__.__	_____
9	11	:	0.60				__:__.__	__.__	_____
10	11	:	1.60				__:__.__	__.__	_____
11	11	:	2.60				__:__.__	__.__	_____
12	11	:	3.60				__:__.__	__.__	_____
13	11	:	4.60				__:__.__	__.__	_____
14	11	:	5.60				__:__.__	__.__	_____
15	11	:	6.60				__:__.__	__.__	_____
16	11	:	7.60				__:__.__	__.__	_____
17	11	:	8.60				__:__.__	__.__	_____
18	11	:	9.60				__:__.__	__.__	_____
19	11	:	10.60				__:__.__	__.__	_____
20	11	:	11.60				__:__.__	__.__	_____
21	11	:	12.60				__:__.__	__.__	_____
22	11	:	13.60				__:__.__	__.__	_____
23	11	:	14.60				__:__.__	__.__	_____
24	11	:	15.60				__:__.__	__.__	_____
25	11	:	16.60				__:__.__	__.__	_____
26	11	:	17.60				__:__.__	__.__	_____
27	11	:	18.60				__:__.__	__.__	_____
28	11	:	19.60				__:__.__	__.__	_____
29	11	:	20.60				__:__.__	__.__	_____
30	11	:	21.60				__:__.__	__.__	_____

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Checkpoint 6 Log

Open:	10	:	59.00						
Close:	11	:	40.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	11	:	19.55	___.50	0.____	__:__.__	__:__.__	__.__	____
2	11	:	20.55	___.50	0.____	__:__.__	__:__.__	__.__	____
3	11	:	21.55	___.50	0.____	__:__.__	__:__.__	__.__	____
4	11	:	22.55	___.50	0.____	__:__.__	__:__.__	__.__	____
5	11	:	23.55	___.50	0.____	__:__.__	__:__.__	__.__	____
6	11	:	24.55	___.50	0.____	__:__.__	__:__.__	__.__	____
7	11	:	25.55	___.50	0.____	__:__.__	__:__.__	__.__	____
8	11	:	26.55	___.50	0.____	__:__.__	__:__.__	__.__	____
9	11	:	27.55	___.50	0.____	__:__.__	__:__.__	__.__	____
10	11	:	28.55	___.50	0.____	__:__.__	__:__.__	__.__	____
11	11	:	29.55	___.50	0.____	__:__.__	__:__.__	__.__	____
12	11	:	30.55	___.50	0.____	__:__.__	__:__.__	__.__	____
13	11	:	31.55	___.50	0.____	__:__.__	__:__.__	__.__	____
14	11	:	32.55	___.50	0.____	__:__.__	__:__.__	__.__	____
15	11	:	33.55	___.50	0.____	__:__.__	__:__.__	__.__	____
16	11	:	34.55	___.50	0.____	__:__.__	__:__.__	__.__	____
17	11	:	35.55	___.50	0.____	__:__.__	__:__.__	__.__	____
18	11	:	36.55	___.50	0.____	__:__.__	__:__.__	__.__	____
19	11	:	37.55	___.50	0.____	__:__.__	__:__.__	__.__	____
20	11	:	38.55	___.50	0.____	__:__.__	__:__.__	__.__	____
21	11	:	39.55	___.50	0.____	__:__.__	__:__.__	__.__	____
22	11	:	40.55	___.50	0.____	__:__.__	__:__.__	__.__	____
23	11	:	41.55	___.50	0.____	__:__.__	__:__.__	__.__	____
24	11	:	42.55	___.50	0.____	__:__.__	__:__.__	__.__	____
25	11	:	43.55	___.50	0.____	__:__.__	__:__.__	__.__	____
26	11	:	44.55	___.50	0.____	__:__.__	__:__.__	__.__	____
27	11	:	45.55	___.50	0.____	__:__.__	__:__.__	__.__	____
28	11	:	46.55	___.50	0.____	__:__.__	__:__.__	__.__	____
29	11	:	47.55	___.50	0.____	__:__.__	__:__.__	__.__	____
30	11	:	48.55	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

					Checkpoint 7 Log (DIYC)				
Car #	Perfect Time						In_Time	Diff	Score
1	12	:	6.80				__:__.__	__.__	_____
2	12	:	7.80				__:__.__	__.__	_____
3	12	:	8.80				__:__.__	__.__	_____
4	12	:	9.80				__:__.__	__.__	_____
5	12	:	10.80				__:__.__	__.__	_____
6	12	:	11.80				__:__.__	__.__	_____
7	12	:	12.80				__:__.__	__.__	_____
8	12	:	13.80				__:__.__	__.__	_____
9	12	:	14.80				__:__.__	__.__	_____
10	12	:	15.80				__:__.__	__.__	_____
11	12	:	16.80				__:__.__	__.__	_____
12	12	:	17.80				__:__.__	__.__	_____
13	12	:	18.80				__:__.__	__.__	_____
14	12	:	19.80				__:__.__	__.__	_____
15	12	:	20.80				__:__.__	__.__	_____
16	12	:	21.80				__:__.__	__.__	_____
17	12	:	22.80				__:__.__	__.__	_____
18	12	:	23.80				__:__.__	__.__	_____
19	12	:	24.80				__:__.__	__.__	_____
20	12	:	25.80				__:__.__	__.__	_____
21	12	:	26.80				__:__.__	__.__	_____
22	12	:	27.80				__:__.__	__.__	_____
23	12	:	28.80				__:__.__	__.__	_____
24	12	:	29.80				__:__.__	__.__	_____
25	12	:	30.80				__:__.__	__.__	_____
26	12	:	31.80				__:__.__	__.__	_____
27	12	:	32.80				__:__.__	__.__	_____
28	12	:	33.80				__:__.__	__.__	_____
29	12	:	34.80				__:__.__	__.__	_____
30	12	:	35.80				__:__.__	__.__	_____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 8 Log

Open:	11	:	58.00						
Close:	12	:	39.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	12	:	18.70	___.50	0.____	__:__.__	__:__.__	__.__	____
2	12	:	19.70	___.50	0.____	__:__.__	__:__.__	__.__	____
3	12	:	20.70	___.50	0.____	__:__.__	__:__.__	__.__	____
4	12	:	21.70	___.50	0.____	__:__.__	__:__.__	__.__	____
5	12	:	22.70	___.50	0.____	__:__.__	__:__.__	__.__	____
6	12	:	23.70	___.50	0.____	__:__.__	__:__.__	__.__	____
7	12	:	24.70	___.50	0.____	__:__.__	__:__.__	__.__	____
8	12	:	25.70	___.50	0.____	__:__.__	__:__.__	__.__	____
9	12	:	26.70	___.50	0.____	__:__.__	__:__.__	__.__	____
10	12	:	27.70	___.50	0.____	__:__.__	__:__.__	__.__	____
11	12	:	28.70	___.50	0.____	__:__.__	__:__.__	__.__	____
12	12	:	29.70	___.50	0.____	__:__.__	__:__.__	__.__	____
13	12	:	30.70	___.50	0.____	__:__.__	__:__.__	__.__	____
14	12	:	31.70	___.50	0.____	__:__.__	__:__.__	__.__	____
15	12	:	32.70	___.50	0.____	__:__.__	__:__.__	__.__	____
16	12	:	33.70	___.50	0.____	__:__.__	__:__.__	__.__	____
17	12	:	34.70	___.50	0.____	__:__.__	__:__.__	__.__	____
18	12	:	35.70	___.50	0.____	__:__.__	__:__.__	__.__	____
19	12	:	36.70	___.50	0.____	__:__.__	__:__.__	__.__	____
20	12	:	37.70	___.50	0.____	__:__.__	__:__.__	__.__	____
21	12	:	38.70	___.50	0.____	__:__.__	__:__.__	__.__	____
22	12	:	39.70	___.50	0.____	__:__.__	__:__.__	__.__	____
23	12	:	40.70	___.50	0.____	__:__.__	__:__.__	__.__	____
24	12	:	41.70	___.50	0.____	__:__.__	__:__.__	__.__	____
25	12	:	42.70	___.50	0.____	__:__.__	__:__.__	__.__	____
26	12	:	43.70	___.50	0.____	__:__.__	__:__.__	__.__	____
27	12	:	44.70	___.50	0.____	__:__.__	__:__.__	__.__	____
28	12	:	45.70	___.50	0.____	__:__.__	__:__.__	__.__	____
29	12	:	46.70	___.50	0.____	__:__.__	__:__.__	__.__	____
30	12	:	47.70	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 9 Log

Car #	Perfect Time							In_Time	Diff	Score
1	12	:	33.77					__:__.__	__.__	_____
2	12	:	34.77					__:__.__	__.__	_____
3	12	:	35.77					__:__.__	__.__	_____
4	12	:	36.77					__:__.__	__.__	_____
5	12	:	37.77					__:__.__	__.__	_____
6	12	:	38.77					__:__.__	__.__	_____
7	12	:	39.77					__:__.__	__.__	_____
8	12	:	40.77					__:__.__	__.__	_____
9	12	:	41.77					__:__.__	__.__	_____
10	12	:	42.77					__:__.__	__.__	_____
11	12	:	43.77					__:__.__	__.__	_____
12	12	:	44.77					__:__.__	__.__	_____
13	12	:	45.77					__:__.__	__.__	_____
14	12	:	46.77					__:__.__	__.__	_____
15	12	:	47.77					__:__.__	__.__	_____
16	12	:	48.77					__:__.__	__.__	_____
17	12	:	49.77					__:__.__	__.__	_____
18	12	:	50.77					__:__.__	__.__	_____
19	12	:	51.77					__:__.__	__.__	_____
20	12	:	52.77					__:__.__	__.__	_____
21	12	:	53.77					__:__.__	__.__	_____
22	12	:	54.77					__:__.__	__.__	_____
23	12	:	55.77					__:__.__	__.__	_____
24	12	:	56.77					__:__.__	__.__	_____
25	12	:	57.77					__:__.__	__.__	_____
26	12	:	58.77					__:__.__	__.__	_____
27	12	:	59.77					__:__.__	__.__	_____
28	13	:	0.77					__:__.__	__.__	_____
29	13	:	1.77					__:__.__	__.__	_____
30	13	:	2.77					__:__.__	__.__	_____

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Checkpoint 10 Log

Open:	13	:	42.00						
Close:	14	:	23.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	14	:	2.97	___.50	0.____	__:__.__	__:__.__	__.__	____
2	14	:	3.97	___.50	0.____	__:__.__	__:__.__	__.__	____
3	14	:	4.97	___.50	0.____	__:__.__	__:__.__	__.__	____
4	14	:	5.97	___.50	0.____	__:__.__	__:__.__	__.__	____
5	14	:	6.97	___.50	0.____	__:__.__	__:__.__	__.__	____
6	14	:	7.97	___.50	0.____	__:__.__	__:__.__	__.__	____
7	14	:	8.97	___.50	0.____	__:__.__	__:__.__	__.__	____
8	14	:	9.97	___.50	0.____	__:__.__	__:__.__	__.__	____
9	14	:	10.97	___.50	0.____	__:__.__	__:__.__	__.__	____
10	14	:	11.97	___.50	0.____	__:__.__	__:__.__	__.__	____
11	14	:	12.97	___.50	0.____	__:__.__	__:__.__	__.__	____
12	14	:	13.97	___.50	0.____	__:__.__	__:__.__	__.__	____
13	14	:	14.97	___.50	0.____	__:__.__	__:__.__	__.__	____
14	14	:	15.97	___.50	0.____	__:__.__	__:__.__	__.__	____
15	14	:	16.97	___.50	0.____	__:__.__	__:__.__	__.__	____
16	14	:	17.97	___.50	0.____	__:__.__	__:__.__	__.__	____
17	14	:	18.97	___.50	0.____	__:__.__	__:__.__	__.__	____
18	14	:	19.97	___.50	0.____	__:__.__	__:__.__	__.__	____
19	14	:	20.97	___.50	0.____	__:__.__	__:__.__	__.__	____
20	14	:	21.97	___.50	0.____	__:__.__	__:__.__	__.__	____
21	14	:	22.97	___.50	0.____	__:__.__	__:__.__	__.__	____
22	14	:	23.97	___.50	0.____	__:__.__	__:__.__	__.__	____
23	14	:	24.97	___.50	0.____	__:__.__	__:__.__	__.__	____
24	14	:	25.97	___.50	0.____	__:__.__	__:__.__	__.__	____
25	14	:	26.97	___.50	0.____	__:__.__	__:__.__	__.__	____
26	14	:	27.97	___.50	0.____	__:__.__	__:__.__	__.__	____
27	14	:	28.97	___.50	0.____	__:__.__	__:__.__	__.__	____
28	14	:	29.97	___.50	0.____	__:__.__	__:__.__	__.__	____
29	14	:	30.97	___.50	0.____	__:__.__	__:__.__	__.__	____
30	14	:	31.97	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 11 Log (DIYC)

Open:	13	:	59.00						
Close:	14	:	40.00	+ Number of Cars in Minutes					
Car #	Perfect Time						In_Time	Diff	Score
1	14	:	19.91				__:__.__	__.__	_____
2	14	:	20.91				__:__.__	__.__	_____
3	14	:	21.91				__:__.__	__.__	_____
4	14	:	22.91				__:__.__	__.__	_____
5	14	:	23.91				__:__.__	__.__	_____
6	14	:	24.91				__:__.__	__.__	_____
7	14	:	25.91				__:__.__	__.__	_____
8	14	:	26.91				__:__.__	__.__	_____
9	14	:	27.91				__:__.__	__.__	_____
10	14	:	28.91				__:__.__	__.__	_____
11	14	:	29.91				__:__.__	__.__	_____
12	14	:	30.91				__:__.__	__.__	_____
13	14	:	31.91				__:__.__	__.__	_____
14	14	:	32.91				__:__.__	__.__	_____
15	14	:	33.91				__:__.__	__.__	_____
16	14	:	34.91				__:__.__	__.__	_____
17	14	:	35.91				__:__.__	__.__	_____
18	14	:	36.91				__:__.__	__.__	_____
19	14	:	37.91				__:__.__	__.__	_____
20	14	:	38.91				__:__.__	__.__	_____
21	14	:	39.91				__:__.__	__.__	_____
22	14	:	40.91				__:__.__	__.__	_____
23	14	:	41.91				__:__.__	__.__	_____
24	14	:	42.91				__:__.__	__.__	_____
25	14	:	43.91				__:__.__	__.__	_____
26	14	:	44.91				__:__.__	__.__	_____
27	14	:	45.91				__:__.__	__.__	_____
28	14	:	46.91				__:__.__	__.__	_____
29	14	:	47.91				__:__.__	__.__	_____
30	14	:	48.91				__:__.__	__.__	_____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 12 Log

Open:	14	:	13.00						
Close:	14	:	54.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	14	:	33.98	___.50	0.____	__:__.__	__:__.__	__.__	____
2	14	:	34.98	___.50	0.____	__:__.__	__:__.__	__.__	____
3	14	:	35.98	___.50	0.____	__:__.__	__:__.__	__.__	____
4	14	:	36.98	___.50	0.____	__:__.__	__:__.__	__.__	____
5	14	:	37.98	___.50	0.____	__:__.__	__:__.__	__.__	____
6	14	:	38.98	___.50	0.____	__:__.__	__:__.__	__.__	____
7	14	:	39.98	___.50	0.____	__:__.__	__:__.__	__.__	____
8	14	:	40.98	___.50	0.____	__:__.__	__:__.__	__.__	____
9	14	:	41.98	___.50	0.____	__:__.__	__:__.__	__.__	____
10	14	:	42.98	___.50	0.____	__:__.__	__:__.__	__.__	____
11	14	:	43.98	___.50	0.____	__:__.__	__:__.__	__.__	____
12	14	:	44.98	___.50	0.____	__:__.__	__:__.__	__.__	____
13	14	:	45.98	___.50	0.____	__:__.__	__:__.__	__.__	____
14	14	:	46.98	___.50	0.____	__:__.__	__:__.__	__.__	____
15	14	:	47.98	___.50	0.____	__:__.__	__:__.__	__.__	____
16	14	:	48.98	___.50	0.____	__:__.__	__:__.__	__.__	____
17	14	:	49.98	___.50	0.____	__:__.__	__:__.__	__.__	____
18	14	:	50.98	___.50	0.____	__:__.__	__:__.__	__.__	____
19	14	:	51.98	___.50	0.____	__:__.__	__:__.__	__.__	____
20	14	:	52.98	___.50	0.____	__:__.__	__:__.__	__.__	____
21	14	:	53.98	___.50	0.____	__:__.__	__:__.__	__.__	____
22	14	:	54.98	___.50	0.____	__:__.__	__:__.__	__.__	____
23	14	:	55.98	___.50	0.____	__:__.__	__:__.__	__.__	____
24	14	:	56.98	___.50	0.____	__:__.__	__:__.__	__.__	____
25	14	:	57.98	___.50	0.____	__:__.__	__:__.__	__.__	____
26	14	:	58.98	___.50	0.____	__:__.__	__:__.__	__.__	____
27	14	:	59.98	___.50	0.____	__:__.__	__:__.__	__.__	____
28	15	:	0.98	___.50	0.____	__:__.__	__:__.__	__.__	____
29	15	:	1.98	___.50	0.____	__:__.__	__:__.__	__.__	____
30	15	:	2.98	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 13 Log (DIYC)

Car #	Perfect Time							In_Time	Diff	Score
1	14	:	50.36					__:__.__	__.__	_____
2	14	:	51.36					__:__.__	__.__	_____
3	14	:	52.36					__:__.__	__.__	_____
4	14	:	53.36					__:__.__	__.__	_____
5	14	:	54.36					__:__.__	__.__	_____
6	14	:	55.36					__:__.__	__.__	_____
7	14	:	56.36					__:__.__	__.__	_____
8	14	:	57.36					__:__.__	__.__	_____
9	14	:	58.36					__:__.__	__.__	_____
10	14	:	59.36					__:__.__	__.__	_____
11	15	:	0.36					__:__.__	__.__	_____
12	15	:	1.36					__:__.__	__.__	_____
13	15	:	2.36					__:__.__	__.__	_____
14	15	:	3.36					__:__.__	__.__	_____
15	15	:	4.36					__:__.__	__.__	_____
16	15	:	5.36					__:__.__	__.__	_____
17	15	:	6.36					__:__.__	__.__	_____
18	15	:	7.36					__:__.__	__.__	_____
19	15	:	8.36					__:__.__	__.__	_____
20	15	:	9.36					__:__.__	__.__	_____
21	15	:	10.36					__:__.__	__.__	_____
22	15	:	11.36					__:__.__	__.__	_____
23	15	:	12.36					__:__.__	__.__	_____
24	15	:	13.36					__:__.__	__.__	_____
25	15	:	14.36					__:__.__	__.__	_____
26	15	:	15.36					__:__.__	__.__	_____
27	15	:	16.36					__:__.__	__.__	_____
28	15	:	17.36					__:__.__	__.__	_____
29	15	:	18.36					__:__.__	__.__	_____
30	15	:	19.36					__:__.__	__.__	_____

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Checkpoint 14 Log

Open:	15	:	3.00						
Close:	15	:	44.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	15	:	23.32	___.50	0.____	__:__.__	__:__.__	__.__	____
2	15	:	24.32	___.50	0.____	__:__.__	__:__.__	__.__	____
3	15	:	25.32	___.50	0.____	__:__.__	__:__.__	__.__	____
4	15	:	26.32	___.50	0.____	__:__.__	__:__.__	__.__	____
5	15	:	27.32	___.50	0.____	__:__.__	__:__.__	__.__	____
6	15	:	28.32	___.50	0.____	__:__.__	__:__.__	__.__	____
7	15	:	29.32	___.50	0.____	__:__.__	__:__.__	__.__	____
8	15	:	30.32	___.50	0.____	__:__.__	__:__.__	__.__	____
9	15	:	31.32	___.50	0.____	__:__.__	__:__.__	__.__	____
10	15	:	32.32	___.50	0.____	__:__.__	__:__.__	__.__	____
11	15	:	33.32	___.50	0.____	__:__.__	__:__.__	__.__	____
12	15	:	34.32	___.50	0.____	__:__.__	__:__.__	__.__	____
13	15	:	35.32	___.50	0.____	__:__.__	__:__.__	__.__	____
14	15	:	36.32	___.50	0.____	__:__.__	__:__.__	__.__	____
15	15	:	37.32	___.50	0.____	__:__.__	__:__.__	__.__	____
16	15	:	38.32	___.50	0.____	__:__.__	__:__.__	__.__	____
17	15	:	39.32	___.50	0.____	__:__.__	__:__.__	__.__	____
18	15	:	40.32	___.50	0.____	__:__.__	__:__.__	__.__	____
19	15	:	41.32	___.50	0.____	__:__.__	__:__.__	__.__	____
20	15	:	42.32	___.50	0.____	__:__.__	__:__.__	__.__	____
21	15	:	43.32	___.50	0.____	__:__.__	__:__.__	__.__	____
22	15	:	44.32	___.50	0.____	__:__.__	__:__.__	__.__	____
23	15	:	45.32	___.50	0.____	__:__.__	__:__.__	__.__	____
24	15	:	46.32	___.50	0.____	__:__.__	__:__.__	__.__	____
25	15	:	47.32	___.50	0.____	__:__.__	__:__.__	__.__	____
26	15	:	48.32	___.50	0.____	__:__.__	__:__.__	__.__	____
27	15	:	49.32	___.50	0.____	__:__.__	__:__.__	__.__	____
28	15	:	50.32	___.50	0.____	__:__.__	__:__.__	__.__	____
29	15	:	51.32	___.50	0.____	__:__.__	__:__.__	__.__	____
30	15	:	52.32	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

					Checkpoint 15 Log (DIYC)				
Car #	Perfect Time						In_Time	Diff	Score
1	15	:	43.98				__:__.__	__.__	_____
2	15	:	44.98				__:__.__	__.__	_____
3	15	:	45.98				__:__.__	__.__	_____
4	15	:	46.98				__:__.__	__.__	_____
5	15	:	47.98				__:__.__	__.__	_____
6	15	:	48.98				__:__.__	__.__	_____
7	15	:	49.98				__:__.__	__.__	_____
8	15	:	50.98				__:__.__	__.__	_____
9	15	:	51.98				__:__.__	__.__	_____
10	15	:	52.98				__:__.__	__.__	_____
11	15	:	53.98				__:__.__	__.__	_____
12	15	:	54.98				__:__.__	__.__	_____
13	15	:	55.98				__:__.__	__.__	_____
14	15	:	56.98				__:__.__	__.__	_____
15	15	:	57.98				__:__.__	__.__	_____
16	15	:	58.98				__:__.__	__.__	_____
17	15	:	59.98				__:__.__	__.__	_____
18	16	:	0.98				__:__.__	__.__	_____
19	16	:	1.98				__:__.__	__.__	_____
20	16	:	2.98				__:__.__	__.__	_____
21	16	:	3.98				__:__.__	__.__	_____
22	16	:	4.98				__:__.__	__.__	_____
23	16	:	5.98				__:__.__	__.__	_____
24	16	:	6.98				__:__.__	__.__	_____
25	16	:	7.98				__:__.__	__.__	_____
26	16	:	8.98				__:__.__	__.__	_____
27	16	:	9.98				__:__.__	__.__	_____
28	16	:	10.98				__:__.__	__.__	_____
29	16	:	11.98				__:__.__	__.__	_____
30	16	:	12.98				__:__.__	__.__	_____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 16 Log

Open:	15	:	39.00						
Close:	16	:	20.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	15	:	59.08	___.50	0.____	__:__.__	__:__.__	__.__	____
2	16	:	0.08	___.50	0.____	__:__.__	__:__.__	__.__	____
3	16	:	1.08	___.50	0.____	__:__.__	__:__.__	__.__	____
4	16	:	2.08	___.50	0.____	__:__.__	__:__.__	__.__	____
5	16	:	3.08	___.50	0.____	__:__.__	__:__.__	__.__	____
6	16	:	4.08	___.50	0.____	__:__.__	__:__.__	__.__	____
7	16	:	5.08	___.50	0.____	__:__.__	__:__.__	__.__	____
8	16	:	6.08	___.50	0.____	__:__.__	__:__.__	__.__	____
9	16	:	7.08	___.50	0.____	__:__.__	__:__.__	__.__	____
10	16	:	8.08	___.50	0.____	__:__.__	__:__.__	__.__	____
11	16	:	9.08	___.50	0.____	__:__.__	__:__.__	__.__	____
12	16	:	10.08	___.50	0.____	__:__.__	__:__.__	__.__	____
13	16	:	11.08	___.50	0.____	__:__.__	__:__.__	__.__	____
14	16	:	12.08	___.50	0.____	__:__.__	__:__.__	__.__	____
15	16	:	13.08	___.50	0.____	__:__.__	__:__.__	__.__	____
16	16	:	14.08	___.50	0.____	__:__.__	__:__.__	__.__	____
17	16	:	15.08	___.50	0.____	__:__.__	__:__.__	__.__	____
18	16	:	16.08	___.50	0.____	__:__.__	__:__.__	__.__	____
19	16	:	17.08	___.50	0.____	__:__.__	__:__.__	__.__	____
20	16	:	18.08	___.50	0.____	__:__.__	__:__.__	__.__	____
21	16	:	19.08	___.50	0.____	__:__.__	__:__.__	__.__	____
22	16	:	20.08	___.50	0.____	__:__.__	__:__.__	__.__	____
23	16	:	21.08	___.50	0.____	__:__.__	__:__.__	__.__	____
24	16	:	22.08	___.50	0.____	__:__.__	__:__.__	__.__	____
25	16	:	23.08	___.50	0.____	__:__.__	__:__.__	__.__	____
26	16	:	24.08	___.50	0.____	__:__.__	__:__.__	__.__	____
27	16	:	25.08	___.50	0.____	__:__.__	__:__.__	__.__	____
28	16	:	26.08	___.50	0.____	__:__.__	__:__.__	__.__	____
29	16	:	27.08	___.50	0.____	__:__.__	__:__.__	__.__	____
30	16	:	28.08	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 17 Log

Open:	16	:	15.00						
Close:	16	:	56.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	16	:	35.33	___.50	0.____	__:__.__	__:__.__	__.__	____
2	16	:	36.33	___.50	0.____	__:__.__	__:__.__	__.__	____
3	16	:	37.33	___.50	0.____	__:__.__	__:__.__	__.__	____
4	16	:	38.33	___.50	0.____	__:__.__	__:__.__	__.__	____
5	16	:	39.33	___.50	0.____	__:__.__	__:__.__	__.__	____
6	16	:	40.33	___.50	0.____	__:__.__	__:__.__	__.__	____
7	16	:	41.33	___.50	0.____	__:__.__	__:__.__	__.__	____
8	16	:	42.33	___.50	0.____	__:__.__	__:__.__	__.__	____
9	16	:	43.33	___.50	0.____	__:__.__	__:__.__	__.__	____
10	16	:	44.33	___.50	0.____	__:__.__	__:__.__	__.__	____
11	16	:	45.33	___.50	0.____	__:__.__	__:__.__	__.__	____
12	16	:	46.33	___.50	0.____	__:__.__	__:__.__	__.__	____
13	16	:	47.33	___.50	0.____	__:__.__	__:__.__	__.__	____
14	16	:	48.33	___.50	0.____	__:__.__	__:__.__	__.__	____
15	16	:	49.33	___.50	0.____	__:__.__	__:__.__	__.__	____
16	16	:	50.33	___.50	0.____	__:__.__	__:__.__	__.__	____
17	16	:	51.33	___.50	0.____	__:__.__	__:__.__	__.__	____
18	16	:	52.33	___.50	0.____	__:__.__	__:__.__	__.__	____
19	16	:	53.33	___.50	0.____	__:__.__	__:__.__	__.__	____
20	16	:	54.33	___.50	0.____	__:__.__	__:__.__	__.__	____
21	16	:	55.33	___.50	0.____	__:__.__	__:__.__	__.__	____
22	16	:	56.33	___.50	0.____	__:__.__	__:__.__	__.__	____
23	16	:	57.33	___.50	0.____	__:__.__	__:__.__	__.__	____
24	16	:	58.33	___.50	0.____	__:__.__	__:__.__	__.__	____
25	16	:	59.33	___.50	0.____	__:__.__	__:__.__	__.__	____
26	17	:	0.33	___.50	0.____	__:__.__	__:__.__	__.__	____
27	17	:	1.33	___.50	0.____	__:__.__	__:__.__	__.__	____
28	17	:	2.33	___.50	0.____	__:__.__	__:__.__	__.__	____
29	17	:	3.33	___.50	0.____	__:__.__	__:__.__	__.__	____
30	17	:	4.33	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 18 Log (DIYC)

Open:	16	:	33.00						
Close:	17	:	14.00	+ Number of Cars in Minutes					
Car #	Perfect Time						In_Time	Diff	Score
1	16	:	53.15				__:__.__	__.__	_____
2	16	:	54.15				__:__.__	__.__	_____
3	16	:	55.15				__:__.__	__.__	_____
4	16	:	56.15				__:__.__	__.__	_____
5	16	:	57.15				__:__.__	__.__	_____
6	16	:	58.15				__:__.__	__.__	_____
7	16	:	59.15				__:__.__	__.__	_____
8	17	:	0.15				__:__.__	__.__	_____
9	17	:	1.15				__:__.__	__.__	_____
10	17	:	2.15				__:__.__	__.__	_____
11	17	:	3.15				__:__.__	__.__	_____
12	17	:	4.15				__:__.__	__.__	_____
13	17	:	5.15				__:__.__	__.__	_____
14	17	:	6.15				__:__.__	__.__	_____
15	17	:	7.15				__:__.__	__.__	_____
16	17	:	8.15				__:__.__	__.__	_____
17	17	:	9.15				__:__.__	__.__	_____
18	17	:	10.15				__:__.__	__.__	_____
19	17	:	11.15				__:__.__	__.__	_____
20	17	:	12.15				__:__.__	__.__	_____
21	17	:	13.15				__:__.__	__.__	_____
22	17	:	14.15				__:__.__	__.__	_____
23	17	:	15.15				__:__.__	__.__	_____
24	17	:	16.15				__:__.__	__.__	_____
25	17	:	17.15				__:__.__	__.__	_____
26	17	:	18.15				__:__.__	__.__	_____
27	17	:	19.15				__:__.__	__.__	_____
28	17	:	20.15				__:__.__	__.__	_____
29	17	:	21.15				__:__.__	__.__	_____
30	17	:	22.15				__:__.__	__.__	_____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 19 Log

Open:	-1	:	41.00						
Close:	0	:	22.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	0	:	1.00	___.50	0.____	__:__.__	__:__.__	__.__	____
2	0	:	2.00	___.50	0.____	__:__.__	__:__.__	__.__	____
3	0	:	3.00	___.50	0.____	__:__.__	__:__.__	__.__	____
4	0	:	4.00	___.50	0.____	__:__.__	__:__.__	__.__	____
5	0	:	5.00	___.50	0.____	__:__.__	__:__.__	__.__	____
6	0	:	6.00	___.50	0.____	__:__.__	__:__.__	__.__	____
7	0	:	7.00	___.50	0.____	__:__.__	__:__.__	__.__	____
8	0	:	8.00	___.50	0.____	__:__.__	__:__.__	__.__	____
9	0	:	9.00	___.50	0.____	__:__.__	__:__.__	__.__	____
10	0	:	10.00	___.50	0.____	__:__.__	__:__.__	__.__	____
11	0	:	11.00	___.50	0.____	__:__.__	__:__.__	__.__	____
12	0	:	12.00	___.50	0.____	__:__.__	__:__.__	__.__	____
13	0	:	13.00	___.50	0.____	__:__.__	__:__.__	__.__	____
14	0	:	14.00	___.50	0.____	__:__.__	__:__.__	__.__	____
15	0	:	15.00	___.50	0.____	__:__.__	__:__.__	__.__	____
16	0	:	16.00	___.50	0.____	__:__.__	__:__.__	__.__	____
17	0	:	17.00	___.50	0.____	__:__.__	__:__.__	__.__	____
18	0	:	18.00	___.50	0.____	__:__.__	__:__.__	__.__	____
19	0	:	19.00	___.50	0.____	__:__.__	__:__.__	__.__	____
20	0	:	20.00	___.50	0.____	__:__.__	__:__.__	__.__	____
21	0	:	21.00	___.50	0.____	__:__.__	__:__.__	__.__	____
22	0	:	22.00	___.50	0.____	__:__.__	__:__.__	__.__	____
23	0	:	23.00	___.50	0.____	__:__.__	__:__.__	__.__	____
24	0	:	24.00	___.50	0.____	__:__.__	__:__.__	__.__	____
25	0	:	25.00	___.50	0.____	__:__.__	__:__.__	__.__	____
26	0	:	26.00	___.50	0.____	__:__.__	__:__.__	__.__	____
27	0	:	27.00	___.50	0.____	__:__.__	__:__.__	__.__	____
28	0	:	28.00	___.50	0.____	__:__.__	__:__.__	__.__	____
29	0	:	29.00	___.50	0.____	__:__.__	__:__.__	__.__	____
30	0	:	30.00	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

Checkpoint 20 Log

Open:	-1	:	41.00						
Close:	0	:	22.00	+ Number of Cars in Minutes					
Car #	Perfect Time			+Delay	+Balk	Adj Time	In_Time	Diff	Score
1	0	:	1.00	___.50	0.____	__:__.__	__:__.__	__.__	____
2	0	:	2.00	___.50	0.____	__:__.__	__:__.__	__.__	____
3	0	:	3.00	___.50	0.____	__:__.__	__:__.__	__.__	____
4	0	:	4.00	___.50	0.____	__:__.__	__:__.__	__.__	____
5	0	:	5.00	___.50	0.____	__:__.__	__:__.__	__.__	____
6	0	:	6.00	___.50	0.____	__:__.__	__:__.__	__.__	____
7	0	:	7.00	___.50	0.____	__:__.__	__:__.__	__.__	____
8	0	:	8.00	___.50	0.____	__:__.__	__:__.__	__.__	____
9	0	:	9.00	___.50	0.____	__:__.__	__:__.__	__.__	____
10	0	:	10.00	___.50	0.____	__:__.__	__:__.__	__.__	____
11	0	:	11.00	___.50	0.____	__:__.__	__:__.__	__.__	____
12	0	:	12.00	___.50	0.____	__:__.__	__:__.__	__.__	____
13	0	:	13.00	___.50	0.____	__:__.__	__:__.__	__.__	____
14	0	:	14.00	___.50	0.____	__:__.__	__:__.__	__.__	____
15	0	:	15.00	___.50	0.____	__:__.__	__:__.__	__.__	____
16	0	:	16.00	___.50	0.____	__:__.__	__:__.__	__.__	____
17	0	:	17.00	___.50	0.____	__:__.__	__:__.__	__.__	____
18	0	:	18.00	___.50	0.____	__:__.__	__:__.__	__.__	____
19	0	:	19.00	___.50	0.____	__:__.__	__:__.__	__.__	____
20	0	:	20.00	___.50	0.____	__:__.__	__:__.__	__.__	____
21	0	:	21.00	___.50	0.____	__:__.__	__:__.__	__.__	____
22	0	:	22.00	___.50	0.____	__:__.__	__:__.__	__.__	____
23	0	:	23.00	___.50	0.____	__:__.__	__:__.__	__.__	____
24	0	:	24.00	___.50	0.____	__:__.__	__:__.__	__.__	____
25	0	:	25.00	___.50	0.____	__:__.__	__:__.__	__.__	____
26	0	:	26.00	___.50	0.____	__:__.__	__:__.__	__.__	____
27	0	:	27.00	___.50	0.____	__:__.__	__:__.__	__.__	____
28	0	:	28.00	___.50	0.____	__:__.__	__:__.__	__.__	____
29	0	:	29.00	___.50	0.____	__:__.__	__:__.__	__.__	____
30	0	:	30.00	___.50	0.____	__:__.__	__:__.__	__.__	____
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30									

