

DOUBLE ARROW RALLY

SEPTEMBER 13, 2009

I. Schedule:	Noon to 12:45 PM	Registration
	12:45 PM	Safety Meeting
	1:00 PM + Car #	Start Rally
	4:00 PM + Car #	Could Arrive Logan's - Plainfield
	4:30 PM + Car #	Must be at Logan's - Plainfield

- II. General:** This event is a Championship event counting towards the Indianapolis Region 2009 Rally Championship, and a Championship event counting towards the 2009 Sports Car Club of America National Rally Championships in whichever category you choose to compete. The foregoing statement should not intimidate any novice. First of all, every effort has been made to ensure that you will be able to drive the course. These general instructions contain the information that will allow an alert team to score well on this event.

Page one and two of these general instructions applies to all competitors. Page three applies only to those competitors running in the **Tour** category. Page four applies only to those competitors running in the **Course** category. Page five applies only to those competitors running in the **GTA** category. We recommend discarding the pages that do not apply to you! Page six will be addendum items for everyone, if needed.

The course was measured in a 1998 Ford Contour SVT shod with 205R55 x16 Nokian WR tires. The odometer was a Timewise 547B with input received from the left rear (undriven) wheel. Weather conditions during measurement were partly cloudy with temperatures in the 70's. Where mileages are stated, they are referenced to:

- A: the referenced sign.
- B: the near edge of the intersection (where the edge of the intersecting road meets yours)
- C: the apex of the turn.

- III. Roads:** The following roadway types do not exist: private roads, alleys, UNPAVED, driveways (except the Start and Finish location).

All numbered state roads (SR xxx) are free zones.

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

Execute each numbered route instruction (N.R.I.) in ascending numerical order beginning with INST # 1. Execute each instruction at the first valid occasion to do so.

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

Any action taken in regard to an instruction is an execution of that instruction.

Some instructions have multiple lettered parts (A or B). See the specific page for your category of competition to learn how to treat these.

There are questions printed between many instructions. See the specific page for your category of competition to learn how to treat these.

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

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

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

- VI. Landmarks:** Landmarks may be referenced by partial name. The landmark OLD VAIL RD may be referenced as OLD, OLD VAIL, VAIL RD, OLD VAIL RD, but not as OLD RD or OL.

Different roadway names designate different roadways.

A landmark must be identified or defined in the Glossary.

VII. Glossary:

- AT** In the vicinity of for actions which direct a course of travel. When referencing a sign, it means the intersection that the sign defines or controls.
- AFTER** past, in the direction of travel, the referenced object.
- BFZ** Begin Free Zone (there are no open controls in a free zone)
- CAST** Change Average Speed To
- DIYC** Do It Yourself Control (Enter your calculated arrival time of day on control slip.)
- EFZ** End Free Zone (means that it is necessary to be on time; i.e. running the CAST.)
- INST #** Instruction Number or Numbered Route Instruction (N.R.I.).
- INTERSECTION** Any meeting of existent roadways at grade level from which the rally vehicle could proceed in more than 1 direction without making a U-turn.
- JOG** an intersection of roadways in the form of a T (see below) where there is a nearly immediate opportunity to return to the original direction of travel. Example: Jog Left would involve a Left @ T followed immediately by a turn to the right. It is not possible to go straight through a jog.
- LANDMARK** A physical object, such as a traffic light.
- LEFT** a turn to the left of 10 to 179 degrees at an intersection.
- RIGHT** a turn to the right of 10 to 179 degrees at an intersection.
- SIDEROAD** An intersection of exactly 3 roadways, where a roadway goes generally ahead and another goes to the left or to the right, but not both.
- SOL** Sign On Left (sometimes just a hint.)
- STOP** an official octagonal stop sign at which the rally vehicle is obliged to stop.
- STRAIGHT** proceed within plus or minus 10 degrees of directly ahead at an intersection.
- T** an intersection of roadways such that there is a roadway to your right and a roadway to your left and past which you can no longer proceed ahead upon the roadway on which you are travelling.
- TRAFFIC LIGHT** A fixed signal light alternating red and green (and frequently including yellow as a transition between green and red) used at an INTERSECTION to regulate traffic and which controls the rally vehicle; i.e. the traffic lane that you are driving in. For rally purposes, only 1 TRAFFIC LIGHT may exist at an INTERSECTION.

DOUBLE ARROW – TOUR CATEGORY

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

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

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

II. COURSE FOLLOWING: Continue in 1) the straightest possible direction (if you have to move the steering wheel to stay on the road, it wasn't straight), or 2) stay on the principle road until you are directed to change your direction of travel. There are two basic instructions to change your direction of travel; Left, and Right (which means that you have to decide between Left and Right at the intersection). The principle road may be determined by a line on the center of the road, a curve arrow sign preceding an intersection, or the quality/continuity of the road surface. All of these concepts will be used today!

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

DIYC controls will be identified in the route instructions. Enter your calculated arrival time on your current time slip. On a second time slip, enter your out time for the next leg. This out time is your in time plus exactly two minutes. Note that per the national rules, there is an automatic one mile free zone following a DIYC.

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

IV. SCORING: One point for each hundredth of a minute early or late up to a maximum of 100.

50 points for slowing below half the operational CAST (creeping), or for stopping within sight of the open control without a working instruction to do so.

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

DOUBLE ARROW – COURSE CATEGORY

I. INSTRUCTIONS: All competitors will be using the same route instructions. Course competitors will consider, and execute either the “A” or “B” part of multi-part instructions depending on which can be executed in a course directing manner. (Be alert to the fact that “.” (periods) in the line of an instruction designate a separation that can make the line multi-part as well. You have to execute all parts in the order given. Once you execute a course directing action on a line (A or B) you must complete that line only.

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

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

II. COURSE FOLLOWING: Any instruction can only be executed in a course directing manner. If an instruction that does not have multiple parts directs you the same direction as the main road, you execute the main road and look for another intersection where the instruction can be done in a course directing manner.

Course Directing Manner: Means that the instruction causes you to leave the Main Road.

Main Road: Every intersection has a main road leaving it. There are three determinants for the main road. They are labeled “A”, “B”, and “C”. At each intersection, evaluate these in order and use the first one that applies.

“A” **Left at T** (Hopefully this one is obvious.)

“B” **Turn at Double Arrow:** A turn, usually of 90 degrees, to the left or right at an intersection marked with a two headed black arrow on a yellow background. Can only be executed at a sideroad.

“C” **Straight as Possible** (If you have to move the steering wheel to stay on the road, it wasn't straight.)

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

DIYC controls will be identified in the route instructions. Enter your calculated arrival time on your current time slip. On a second time slip, enter your out time for the next leg. This out time is your in time plus exactly two minutes. Note that per the national rules, there is an automatic one mile free zone following a DIYC.

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

IV. SCORING: One point for each hundredth of a minute early or late up to a maximum of 100.

50 points for slowing below half the operational CAST (creeping), or for stopping within sight of the open control without a working instruction to do so.

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

DOUBLE ARROW – GTA CATEGORY

I. INSTRUCTIONS: All competitors will be using the same route instructions. GTA competitors will consider, and execute either the “A” or “B” part of multi-part instructions depending on which can be executed in a course directing manner. (Be alert to the fact that “.” (periods) in the line of an instruction designate a separation that can make the line multi-part as well. You have to execute all parts in the order given.) Once you execute a course directing action on a line (A or B) you must complete that line only.

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

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

II. COURSE FOLLOWING: Any instruction can only be executed in a course directing manner. If an instruction that does not have multiple parts directs you the same direction as the main road, you execute the main road and look for another intersection where the instruction can be done in a course directing manner.

Course Directing Manner: Means that the instruction causes you to leave the Main Road.

Main Road: Every intersection has a main road leaving it. There are three determinants for the main road. They are labeled “A”, “B”, and “C”. At each intersection, evaluate these in order and use the first one that applies.

“A” **Left at T** (Hopefully this one is obvious.)

“B” **Turn at Double Arrow:** A turn, usually of 90 degrees, to the left or right at an intersection marked with a two headed black arrow on a yellow background. Can only be executed at a sideroad.

“C” **Straight as Possible** (If you had to move the steering wheel to stay on the road, it wasn't straight.)

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

DIYC controls will be identified in the route instructions. We suggest that you zero your odometer so that you are looking at the same mileages as any that may be listed in the route instructions.

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

IV. SCORING: You will be given 1 point for each incorrectly answered Q and 1 point for each incorrectly marked instruction where there is a choice. LOW SCORE WINS. If there is a tie, a coin will be tossed. The higher car number has HEADS.

Each question (marked with a Q) and potential answer comes into effect upon the **initiation** of the preceding numbered instruction and goes out of effect upon the **completion** of the following numbered instruction. Write the answer to the question on the correspondingly numbered space on the answer sheet. If there is no applicable answer to a question marked with a Q (e. g Q1), write NONE in that space.