

# IDES OF MARCH (DELAYED)

MAR. 22, 2009

**I. Schedule:** This event has starting locations in Brownsburg, IN (Eastern Daylight Time) and Oakwood, IL (Central Daylight Time). There will be an opportunity for competitors to synchronize their clocks to official time (Eastern Daylight Time) at the end of the odometer calibration zone (OCZ).

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|-----------|-----------------------|--|
| <b>A.</b> | 11:45 AM to 12:30 PME | Registration(Wal-Mart, Brownsburg; SW Corner of SR 267 & I-74) |
|           | 12:30 PME             | Safety Meeting   |
|           | 12:45 PME + Car #     | Start Rally (Note: C=Central time, E=Eastern time)             |
|           | 4:45 PME + Car #      | Could Arrive Beef House (I-74 & SR 63, Covington, IN)          |
|           | 5:15 PME + Car #      | Must be at Beef House  |
| <b>B.</b> | 11:00 AM to 11:45 AMC | Registration(Oakwood Truck Plaza, Exit 206 I-74)               |
|           | 11:45 PMC             | Safety Meeting   |
|           | 12:00 PMC + Car #     | Start Rally (Note: C=Central time, E=Eastern time)             |
|           | 4:45 PME + Car #      | Could Arrive Beef House (I-74 & SR 63, Covington, IN)          |
|           | 5:15 PME + Car #      | Must be at Beef House  |

**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 previous 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 all the information needed to allow an alert team to score well on this event.

Page one through three of these general instructions apply to all competitors. Page four applies only to those competitors running in the **Tour** category. Page five applies only to those competitors running in the **Course** category. Page six applies only to those competitors running in the **GTA** category. Page seven is any addendum items discovered on final check. We recommend discarding the pages that do not apply to you!

The course was measured in a 1998 Ford Contour shod with 205x16 Hakkaplieta SRi tires. The odometer was a Timewise 798A with input received from the left rear (undriven) wheel. The final measurement was made on Feb. 28. Weather conditions during measurement were mostly sunny. Temperatures were in the thirties. 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, driveways (except the Start and Finish location) and roads marked Court, CT, Lane, LN, Way.

Note that unpaved roads DO exist today!! One of the consequences of this is that you will occasionally have to make a decision about whether to count an unpaved road as an opportunity to apply the instruction. We have placed some special signs in an attempt to minimize problems. When you are on an unpaved road and an unpaved road that is not clearly private as determinable by a sign or mailbox, or that does not clearly end at a building etc., meets it look at the surface of the new road. If it is similar in material and width to the road you are on for at least fifty (50) feet assume it is public (does exist); otherwise assume that it is private (does not exist).

#### IV. Instructions: All competitors from each starting location will be using the same route instructions.

Execute each numbered route instruction (NRI) in ascending numerical order beginning with INST # 1. Some instructions have lettered parts (A or B). See the specific page for your category of competition to learn how to treat these, but do only the appropriate part. Complete each instruction in its entirety at the first valid occasion to do so, which means all of part A or all of part B, but NOT both!

Any action taken in regard to an instruction is an execution of that instruction. Execution is NOT the same as completion! (Example: Right after “200 N”. When you see the sign you have initiated/executed, but you have not completed the instruction until you have made the turn.) Do NOT initiate an instruction until the previous instruction is completed.

Any instruction that has an official mileage to the left is to be executed at that mileage if the conditions have been met.

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

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

#### V. Signs: Signs are a crucial component of any set of instructions. Quotation marks are used to indicate text quoted from a sign. Type style, capitalization, punctuation (including hyphens and apostrophes), exact spacing, and case are considered irrelevant; however, the presence or absence of spacing is relevant.

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.

Signs may be quoted in whole or in part, but quoted text will be contiguous.

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

Different roadway names designate different roadways.

A landmark MUST be identified by a sign or be 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 entire intersection that the sign defines or controls.

**AFTER** past, in the direction of travel, the referenced object. (the instruction must be active)

**BEAR** A turn in the direction indicated of more than 10, and less than 90 degrees.

**BFZ** Begin Free Zone (there are no open controls in a free zone)

**CALLBACK (CB)** For Course or GTA competitors – If you reach this mileage from the point where it is given without encountering the next control/checkpoint, you are off course; i.e. LOST!  
Turn around and go back.

**CAST** Change Average Speed To (miles per hour)

**COMPLETION** You have done ALL of the implied and specified actions of the instruction in the sequence indicated.

**CROSSROAD** An intersection of exactly 4 existent roadways, where a roadway goes generally ahead and another goes to the left and another to the right.

**DELTA** A generally untraveled three cornered area in the middle of an intersection. On this event, deltas are treated as one intersection. Execute a right, left, or straight at a delta (referenced or not) by

taking the shortest roadway from the road you are on through the intersection on to the road that leaves in the direction indicated.

**DIYC** Do It Yourself Control (Enter your calculated arrival time of day on control slip. HH:MM:hh)  
There is a free zone for one mile following a DIYC.

**EFZ** End Free Zone (means that it is necessary to be on time; i.e. running the CAST.)

**EXECUTION** The act of doing any implied or specified action of an instruction.

**INITIATION** You have initiated an instruction when you do the first action of the instruction. For instance:  
Right after “xxx” is initiated when you see the sign (implied action). (Warning: The initiation rule means that you could be looking for two questions at the same time!!)

**INST #** Instruction Number or Numbered Route Instruction (NRI).

**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 existent 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.

**RXR** a round sign generally used to warn of a railroad crossing.

**SIDEROAD** An intersection of exactly 3 existent 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 10 degrees left or right of directly ahead at an intersection.

**T** an intersection of existent roadways such that there is a roadway to your right and a roadway to your left and past which you can no longer proceed straight 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. For rally purposes, only 1 TRAFFIC LIGHT exists at an INTERSECTION.

**VIII: Emergency Numbers:** Cell phone operation is sporadic in the area of the rally, but if you get lost, you can try either of the following numbers:

Jerry White: (217) 390 – 7851

Chuck Hanson: (317) 431 – 5228 Important note: if you attempt to call me with your cell phone number concealed, and I do not answer because I am on the phone with someone else, I will not be able to return your call! I DO NOT HAVE VOICE MAIL ON THE CELL PHONE!

## IDES OF MARCH (DELAYED) – TOUR CATEGORY

- I. INSTRUCTIONS:** All competitors will be using the same route instructions. Tour competitors will consider, and complete 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”. LEFT.

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

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

- II. COURSE FOLLOWING:** Continue straight through intersections 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).

If you go 5 miles without executing an instruction you are off course; i.e. LOST! Turn around and go back.

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

**DIYC** controls will be identified in the route instructions. Enter your calculated arrival (IN) time on your current time slip (HH:MM:hh). 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. Zero your odometer at the control.

**OPEN** controls will be marked by an orange control sign. (Example shown at start). Drive past the sign and pull over safely near the control car. Turn in your time slips (for the DIYC and this leg) **with any Time Allowance request entered (remember that TA’s must be 0.5, 1.5, 2.5 minutes, etc.)**. 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.

## IDES OF MARCH (DELAYED) – 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 completed first. (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. If both can be executed at the same intersection, execute the “B” instruction.

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:

**Course Directing Manner:** Means that the instruction causes you to **leave** the Main Road. Any instruction that causes a change of direction **must** be executed in a course directing manner; i.e. if an instruction directs you the same direction as the main road, you execute the main road and look for another intersection where the instruction causes you to leave the main road.

**Main Road:** Most intersections have a main road leaving them, but not all. 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 to determine whether the NRI is course directing at this intersection. (If there is no main road, **and** the NRI is not valid, you are off course. Turn around!!)

“A” **Protection** (which is the one road leaving the intersection, other than the one you arrived on, which does not have a stop or yield sign controlling its entry to the intersection.)

“B” **Onto** (the Main Road is that which an instruction has directed you to travel on by use of the term Onto and the name or number of the road. Once onto a road, you are Onto that road until the next Open Control; i.e. if you re-encounter it you are still Onto. Cancelled at the Open Control.)

“C” **Straight as Possible** (Again, hopefully this is obvious, but see definition of “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 (IN) time on your current time slip (HH:MM:hh). 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. Zero your odometer at the control.

**OPEN** controls will be marked by an orange control sign. (Example shown at start). Drive past the sign and pull over safely near the control car. Turn in your time slips (for any DIYC and this leg) **with any Time Allowance request entered (remember that TA’s must be 0.5, 1.5, 2.5 minutes, etc.)**. 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.

## IDES OF MARCH (DELAYED) – 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 completed first. (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.) If both can be executed at the same intersection, execute the “B” instruction.

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:

**Course Directing Manner:** Means that the instruction causes you to leave the Main Road. Any instruction that causes a change of direction must be executed in a course directing manner; i.e. if an instruction directs you the same direction as the main road, you execute the main road and look for another intersection where the instruction causes you to leave the main road.

**Main Road:** Most intersections have a main road leaving them, but not all. 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 to determine whether the NRI is course directing at this intersection. (If there is no main road, **and** the NRI is not valid, you are off course. Turn around!!)

“A” **Protection** (which is the one road leaving the intersection, other than the one you arrived on, which does not have a stop or yield sign controlling its entry to the intersection.)

“B” **Onto** (the Main Road is that which an instruction has directed you to travel on by use of the term Onto and the name or number of the road. Once onto a road, you are Onto that road until the next Open Control; i.e. if you re-encounter it you are still Onto. Cancelled at the Open Control.)

“C” **Straight as Possible** (Again, hopefully this is obvious, but see definition of “straight.”)

### III. CONTROLS:

This event will use both OPEN and DIYC controls.

**DIYC** controls will be identified in the route instructions. 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 control sign. (Example shown at start). Drive past the sign and pull over safely near the control car. Turn in your score card. You will be given 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.