

# May Day or Mayday!

May 5, 2012

## General Instructions

### I. Schedule

Noon—12:40 PM: Registration at Holiday Inn Express parking lot (behind Wendy's) on US-231 South of I-70, Cloverdale, Ind.

1:00 PM + Car #: Start Rally

5:30 PM + Car #: Could Arrive at endpoint

6:30 PM + Car #: Must be at endpoint - Rock Run Café & Bakery at 8050 S. Coxville Rd, Rosedale, IN 47874 ([www.rockruncafe-bakery.com](http://www.rockruncafe-bakery.com))

### II. General

This event is a Championship event counting towards the Indianapolis Region 2012 Rally Championship, and a Championship event counting towards the 2012 Sports Car Club of America National Rally Championships in whichever category you choose to compete. An SCCA RoadRally is an automotive test in which skillful and thoughtful driving and navigational skills are stressed. Each vehicle must individually follow a prescribed common route at specified legal and reasonable average speeds.

- The Tour category has no course following or timing 'traps'. The route instructions are completely straightforward, so that the entire emphasis of the competition is to remain on time on a clearly defined course.
- The Course category may contain course following and timing exercises ('traps').
- The GTA category is untimed and is scored based upon finding clues along the rally course.

The course was measured in a 2004 Volkswagen Beetle TDI shod with Michelin MXV4 205/55R16 tires inflated to 35 psi on the front 40psi on the rear. The odometer was a Timewise 798A Rally Computer with a pickup mounted on the left rear (undriven) wheel. Weather conditions during the measurement were overcast with temperatures in the lower 60's, road surfaces were dry. Where mileages are stated, they are referenced to (in order):

A: the referenced sign

B: the apex of the turn

C: the near edge of the intersection

D: the leading edge of the referenced landmark

### **III. Scoring (this page applies only to the timed COURSE category)**

One point for each hundredth of a minute early or late up to a maximum of 200.

50 points for slowing below half the operational CAST (creeping), or for stopping within sight of the open control (unless you are entering an intersection.)

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

This is a self-scoring event. Enter your leg times and penalties on the provided scorecard. Keep a copy for yourself. Turn in to rallymaster/scorer at endpoint. Official results pending audit.

### **IV. Route Following Priorities and Main Road (Course cars only)**

1. Execute an emergency instruction.
2. Execute a NRI referenced to an official mileage if it occurs at that mileage.
3. Execute a course-directing NRI (or NRI part) only if it results in following a course other than the main road.
4. Follow the main road.

The active Main Road Determinants (MRDs) and order of priority:

1. Protection
2. Right at T
3. Right at Y
4. Straight as Possible

## **V. Scoring (this page applies only to the timed TOUR category)**

One point for each hundredth of a minute early or late up to a maximum of 200.

50 points for slowing below half the operational CAST (creeping), or for stopping within sight of the open control (unless you are entering an intersection.)

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

This is a self-scoring event. Enter your leg times and penalties on the provided scorecard. Keep a copy for yourself. Turn in to rallymaster/scorer at endpoint. Official results pending audit.

## **VI. Route Following Priorities and Principal Road Rule (Tour cars only)**

1. Execute an emergency instruction or follow an emergency sign
2. Execute a route-following action referenced to an OM
3. Execute a route-following action
4. Follow the principal road

The principal road is the obvious continuation through an intersection of the road upon which you are traveling. At some intersections this principal road may be determined by pavement surface continuity, a curve warning sign, the center line on the pavement, the placement of a stop sign or a yield sign, the continuation of multiple lanes in your direction of travel (such as when you are upon a limited access highway), straight as possible, etc.

The principal road will always be obvious, and should cause no confusion. If you are to leave the principal road, or if there might be any doubt about which way you are to go, you will be given a route-following action. There are intersections at which there is no principal road, such as Ts. At such an intersection, the rally route will be determined by a route-following action.

In summary, follow the obvious continuation of the road upon which you are traveling until you reach an opportunity to execute an NRI.

## VII. Scoring (this page applies only to the non-timed category - GTA)

You will receive a list of questions.

- Each question references a beginning and ending Numbered Route Instruction (NRI).
- Unless otherwise instructed, begin considering a question at the initiation of the beginning NRI and until the completion of the ending NRI.
- The questions are not in order.
- The answers to these questions will be contained in signs found along the rally route.
- Signs are utilized only as described in these General Instructions.
- Once you locate the answer, that question is completed.
- The number of blanks ( \_\_\_\_\_ ) in the question indicates the number of words you are looking for, but not necessarily the length of the words. A group of numbers is treated as a word.
- Record your answer on the score sheet.
- Not all questions can be answered. These **must be marked as NONE** on the answer sheet or are considered wrong.
- You will receive the indicated penalty amount for each question marked incorrectly.
- The sum for the questions encountered during a leg is your penalty score for that leg. A question left blank is scored as incorrect. Easier questions have larger values.
- You will record your CAST as you enter each control (including DIYC) and mark it on the score card. One penalty point for each MPH difference.
- Ties will be broken on the basis of the most zeroes, followed by the most ones, etc.

## VIII. Route Following Priorities and Principal Road Rule ( GTA cars only)

1. Execute an emergency instruction or follow an emergency sign
2. Execute a route-following action referenced to an OM
3. Execute a route-following action
4. Follow the principal road

The principal road is the obvious continuation through an intersection of the road upon which you are traveling. At some intersections this principal road may be determined by pavement surface continuity, a curve warning sign, the center line on the pavement, the placement of a stop sign or a yield sign, the continuation of multiple lanes in your direction of travel (such as when you are upon a limited access highway), straight as possible, etc.

The principal road will always be obvious, and should cause no confusion. If you are to leave the principal road, or if there might be any doubt about which way you are to go, you will be given a route-following action. There are intersections at which there is no principal road, such as Ts. At such an intersection, the rally route will be determined by a route-following action.

In summary, follow the obvious continuation of the road upon which you are traveling until you reach an opportunity to execute an NRI.

## IX. Controls: This event will use both DIYC and OPEN Controls.

DIYC (Do It Yourself) 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. Official mileage is set to zero - so you may wish to zero your odometer. Note that there is an automatic one mile free zone following a DIYC.

OPEN controls will be marked by an orange checkpoint sign. Drive past the sign and pull over safely past the control car. Turn in your time slips (for any previous DIYC and this leg). You will be given the yellow copies of the time slips plus critique slips for the legs 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.

### Time Allowance Requests

TA requests must be in increments of one minute beginning with one-half minute (i.e.,  $\frac{1}{2}$ ,  $1\frac{1}{2}$ ,  $2\frac{1}{2}$ , etc.) up to a maximum of  $19\frac{1}{2}$  minutes following each time of day restart (the start and the break). The TA request must be submitted in writing at the next manned timing control prior to receipt of any timing information for the leg/legs (contestants or official). Enter your request on the indicated line of the timing slip.

## X. Instructions

Execute each Numbered Route Instruction (NRI) in ascending numerical order beginning with INST # 1. Execute each instruction at the first valid occasion to do so. Some NRIs have multiple actions, complete all the actions.

**A-B instructions** - Some NRIs will have two parts labeled a) and b).

- Tour and GTA cars
  - do only the a) part.
- Course
  - do the single part that occurs first.
  - If both can be done at the same point - do the b) part!

Pauses will be expressed in minutes. E.g., Pause .50 means pause 30 seconds.

Information in parentheses is intended to be helpful, but is not part of the instruction.

Information enclosed in asterisks **\*\*example\*\*** confirms the proper course and may contain GPS latitude-longitude data.

## XI. Roads

Only public roads will be used.

- Roads marked "Private", "Keep Out", "No Outlet", "Dead End", "Road Closed", "No Thru Traffic", etc., do not exist.
- Roads that are visibly barricaded or otherwise impassable do not exist.
- Cul-de-sacs and roads that visibly dead-end do not exist.
- Roads having illegal entry or roads requiring an illegal turn do not exist.

- Any road that clearly ends in a garage, plant entrance, parking lot, trailer court, campground, etc. does not exist.
- Roads designated as Court, Ct, Drive, Dr, Lane, Ln, Way, Wy, PR (unless specifically directed) do not exist.
- Alleys and Cemetery roadways do not exist.
- Roads marked by standard White-on-Blue street name signs do not exist.
- The starting point driveways and roadways do exist.

### Road Identification and Signs

- Designation of a road is determined by observing road identification sign(s) at or near **intersections**.
- A named or numbered designation is determined by observing a common White-on-Green street name sign that is most parallel to the road it names.
- A road identification sign with an arrow identifies the road only in the direction of the arrow.
- At an **intersection**, the sign identifying the named or numbered road also identifies the road on the opposite side of the intersection unless each road segment has its own name (number).
- A numbered designation is also determined by observing a standard Route Marker Shield or Placard (US and Indiana routes).
- Road identification will be as intended by the erecting agency, and will always be obvious.

If a road is referenced by name or number in the Route Instructions, then the (measurement) point for the intended action is at the first encounter with the official White-on-Green street name sign post that identifies the road at that intersection.

Roads and Landmarks may be referenced by partial name. For example: S OLD VAIL RD may be referenced as OLD, OLD VAIL, VAIL RD, OLD VAIL RD, but not as OLD RD; W800N or N800W may also be referenced as 800.

### XII. Signs

1. Words, numbers, letters, or symbols enclosed within quotation marks will refer to the text of a sign.
2. Signs painted on or attached to wheeled vehicles will not be used. Signs painted on the road surface will not be used.
3. Referenced signs may or may not apply to the road you are on; but the competitor will never have to look backwards to read a sign.
4. Signs may be referenced in full or in part. Type style, capitalization, punctuation (including hyphens and apostrophes), spacing, and case are considered irrelevant. Parts of words or parts of numbers will not be referenced.
5. Where a route instruction references any sign in less than its entirety, such reference shall include a prominent portion of the sign and shall not omit any words, numbers, or letters, which fall between the first and last of the referenced material.
6. Names or numbers on mailboxes, utility pole numbers, tombstones, and other signs of similar character (frequently recurring and difficult to read) will not be used.
7. Multiple signs on a common support are considered to be the same sign only when together they convey a single message. For example, separate signs on a single support reading "Junction", "East", and "US 40" could be quoted as "Junction East US 40".

### XIII. Landmarks

1. Any landmark referenced in a route instruction must be identified by a sign, referenced to an OM, or defined in the glossary.
2. Any term in the glossary used to define a landmark shall be used only in the sense defined.
3. A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious.
4. Landmarks may be referred to in the plural form or by ordinal modifiers, such as first, second, third, etc. without such identification on the sign or within the definition.

#### XIV. Glossary

**CZT** - Car Zero Time. Adding your car number (as minutes) to this time gives the exact time of day that you need to do something.

**Delta** - A generally untraveled three cornered area in the middle of an intersection.

**Jog** - A turn at a T (RIGHT or LEFT) followed by a turn in the opposite direction (LEFT or RIGHT).

**At** - "In the vicinity of" for actions that direct a course of travel; "even with" for other actions, including speed changes, mileage, pauses, etc.

**Bear** - Turn in the indicated direction from 10° to 70°.

**Before** - In sight of and prior to the referenced navigational aid.

**CAST** - Change, continue, or commence average speed to.

**Control** - The timing line of an open control as identified by a checkpoint sign or an observation control as identified by an OBS sign, or a DIYC as identified in an instruction.

**Crossroad** - An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

**DIYC** - Do-it-yourself control.

**Free Zone** - A specified part of the timed rally route in which there are no open or passage controls. No penalties will be assessed for stopping within the confines of a free zone.

**GI** - General Instruction.

**GTA** - Game/Tour/Adventure Rally.

**Intersection** - Any meeting of existent roads (without regard to route designation, surface condition or other characteristics unless such render the road nonexistent) at grade level from which the rally vehicle could proceed in more than one direction without making a U-turn.

**Left** - Turn to the left from 10° to 179°.

**Leg** - The part of a rally route extending from one timing control to the next, or from an assigned starting point to the next timing control.

**NRI** - Numbered Route Instruction.

**OIM** - Official Interval Mileage.

**OM** - Official Mileage.

**Pause** - To delay a specified time at a named point or during passage of a specified or implied distance. If no named point or distance is given, the pause should be executed at the first opportunity. The pause time is added to the time required at the given average speed to traverse the distance. The distance in which a pause is operative is a free zone.

**Paved** - A road having a hard surface such as concrete, brick, macadam, etc.

**Protection** - that single road leaving the intersection and having no stop sign or yield sign at that intersection. Contestants are required to recognize (possibly from the backside) the stop signs and/or yield signs.

**Right** - Turn to the right from 10° to 179°.

**RRRs** - The current edition of the SCCA National RoadRally™ Rules.

- Section** - Any part of a rally route at the beginning of which the official mileage is zero and at the end of which the OM ends or reverts to zero.
- Sideroad** - An intersection of exactly three roads where a road goes generally ahead and another road goes to the left or to the right, but not both.
- Stop** - An official octagonal stop sign at which the rally vehicle is obliged to stop.
- Straight** - Proceed within plus or minus 10° of directly ahead at an intersection.
- T** - An intersection of exactly three roads having the general shape of the letter T as approached from the base by the contestant. It is not possible to execute the instruction straight at a T.
- TA** - Time Allowance.
- Traffic Light** - A fixed traffic signal light or blinker consisting of flashing or alternating red, green, and / or yellow lights which controls the rally vehicle. For rally purposes, it is as though only one traffic signal exists at an intersection. It may or may not be operating.
- Transit Zone** - A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone must be given. An approximate distance for the length of the transit zone is desirable.
- Turn** - Change direction by more than 10° at an intersection. A turn instruction cannot be executed if the instruction straight would take the contestant the same way.
- Unpaved** - A road having a non-hard surface such as broken stone, gravel, dirt, etc.
- Y** - An intersection of exactly three roads having the general shape of the letter Y as approached from the base by the contestant. It is not possible to execute the instruction straight at a Y.
- Yield** - An official triangular yield sign at which the rally vehicle is obliged to yield.