

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
0.000		9:00.00 Time of Day 900
0.000	0.00	1. Begin Rally at "SPEED LIMIT 25". Key Time 9:00.00. Begin Tire Warmup.
0.242	0.24	2. Left at Stop. <i>Silo Hill Rd</i>
0.284	0.04	3. Right at Traffic Light. <i>West 140</i>
0.500	0.21	4. (You are passing through the town of Emmitsburg. During the battle of Gettysburg, this was a front line staging area and a fall back position in case the battle turned against the Union. After the battle, Union troops bivouacked in Emmitsburg.)
0.819	0.31	5. Straight at Traffic Light at Seton Ave.
1.122	0.30	6. Bear right. <i>follow 140</i>
1.316	0.19	7. (First) "SPEED LIMIT 40"
1.687	0.37	8. Right on Tract Rd.
2.271 / 0.000		9. "Welcome to Pennsylvania". End tire warmup. Zero odometer. Begin odometer calibration.
0.000		9:35.00 Pause 3500
1.669	1.66	10. Right on Wenschhoff Rd.
2.986	1.31	11. Right at T. <i>Middle Creek Rd.</i>
5.122	2.13	12. Right at Stop. <i>Boyle Rd.</i>
6.204	1.08	13. Right on Stultz Rd.
7.378	1.17	14. Left at T. <i>Wenschhoff Rd.</i>

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8.286	0.90	15. Right at Stop. <i>Tract Rd.</i>
9.905	1.61	16. Bear left to avoid Liberty Hall Rd. <i>follow Tract Rd.</i>
10.631	0.72	17. Right to avoid "Yield". <i>follow Tract Rd, avoid Pecher Rd ahead</i>
11.353		<i>9:35.00 Pause 0</i> <i>Straight at crossroad, Brent Rd on right, Sanders Rd on left</i>
12.741	2.11	18. Right at Stop. <i>W Main St in Fairfield</i>
12.800	0.05	19. (Welcome to Fairfield, PA. Robert E. Lee's Army of Northern Virginia retreated through Fairfield towards the Potomac River. Lee and his officers stopped to eat at the Fairfield Inn, which is still operated as a restaurant and hotel to this day.)
13.347	0.54	20. "Middle Creek"
13.423	0.07	21. Left at "Gettysburg 8 Orrtanna 4 Cashtown 7". <i>Carroll's Tract Rd.</i>
13.463 / 0.000		22. End odometer calibration at "Branded". Zero odometer. Key Time 9:35.00. <i>hang sign on double pole on right in middle of parking area</i>
0.000		<i>9:35.00 CAS 38</i>
0.470		<i>9:35.74 CAS 34</i>
0.470		<i>9:35.78 Pause 4</i>
0.470	0.47	23. Left on Mt Hope Rd.
1.018	0.54	24. Control 1, Key Time 9:36.75 <i>Mt Hope #1, at "Speed Limit 35", speed trap begins at unnumbered pole between poles 11 & 12, 224' from timing line</i>

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1.167		9:37.08 Pause 7 RXR
1.801	0.78	25. Control 2, Key Time 9:38.20 <i>Mt Hope #2, orange marker post at uphill jeep trail on right</i>
2.000		9:38.57 Pause 2
2.920	1.11	26. Control 3, Key Time 9:40.20 <i>Mt Hope #3, "1275" on right</i>
2.950		9:40.27 Pause 2
2.970	0.05	27. Control 4, Key Time 9:40.30 <i>Mt Hope #4, paint opposite "Road Closed" at orange gate on left</i>
3.300		9:40.93 Pause 4
3.396	0.42	28. Control 5, Key Time 9:41.10 <i>Mt Hope #5, pole 63 on right, park at Strawberry Hill on left</i>
3.700		9:41.65 Pause 2
3.755	0.35	29. Control 6, Key Time 9:41.75 <i>Mt Hope #6, last chevron sign before gravel pulloff on right</i>
5.000		9:44.08 Pause 13
5.493	1.73	30. Control 7, Key Time 9:44.95 <i>Mt Hope #7, paint at "State Forest Land" on left</i>
5.500		9:44.97 Pause 1
5.885	0.39	31. Control 8, Key Time 9:45.65 <i>Mt Hope #8, "Closed to ATVs" on left</i>
6.000		9:45.88 Pause 3
6.096	0.21	32. Control 9, Key Time 9:46.05 <i>Mt Hope #9, "Speed Limit 35"</i>

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6.462	0.36	33. Control 10, Key Time 9:46.70 <i>Mt Hope #10, gravel on left opposite "Closed to ATVs"</i>
6.963		9:47.58 CAS 34
6.963	0.50	34. Left at T. <i>Gum Springs Rd.</i>
7.439		9:48.42 CAS 39
7.439		9:48.56 Pause 14
7.439	0.47	35. Right at T. <i>Iron Springs Rd.</i>
8.118	0.67	36. Control 11, Key Time 9:49.60 <i>Iron Springs #1, paint at double tree "Caution No Trespassing" on right after "Pete's Ln" on left</i>
8.957	0.83	37. Control 12, Key Time 9:50.90 <i>Iron Springs #2, paint at driveway on left at start of industrial area</i>
9.000		9:51.14 Pause 18 <i>RXR and hairpin turn</i>
9.597		9:52.06 CAS 34
9.597	0.64	38. Acute Right at Stop. <i>Old 16</i>
10.470	0.87	39. Control 13, Key Time 9:53.60 <i>Old 16 #1, paint at driveway on right before RXR</i>
10.508	0.03	40. Left at Y. <i>follow Old 16</i>
10.977	0.46	41. Bear right. <i>follow Old 16</i>
11.455		9:55.86 Pause 52

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11.455	0.47	42. Straight at Stop. Caution, lots of traffic! <i>Cross 16</i>
12.016	0.56	43. Control 14, Key Time 9:56.85 <i>Old 16 #2, paint</i>
13.803		<i>10:00.00 CAS 24</i>
13.803		<i>10:00.26 Pause 26</i>
13.803	1.78	44. Sleft (on Waterloo Rd) toward "SPEED LIMIT 25".
13.803	0.00	45. (As Confederate troops retreated on July 4, 1863, they passed through this village of Rouzerville. The Battle of Rouzerville, then known as Pikesville, is the only Civil War battle fought on both sides of the Mason-Dixon Line.)
14.113		<i>10:01.04 CAS 33</i>
14.113	0.31	46. Left at Stop. <i>Pen Mar Rd.</i>
15.074		<i>10:02.78 CAS 18</i>
15.229	1.11	47. Control 15, Key Time 10:03.30 <i>Pen Mar #1, at "Appalacian Trail" sign on right</i>
15.576		<i>10:04.46 CAS 25</i>
15.576		<i>10:04.49 Pause 3</i>
15.576	0.34	48. Left at "Pen Mar High Rock Rd" toward "15 M.P.H."
16.079	0.50	49. Control 16, Key Time 10:05.70 <i>Pen Mar #2, pole 9 at pedestrian crossing before Camp Louise</i>
16.492		<i>10:06.69 CAS 29</i>
16.492	0.41	50. Right at Stop. <i>MacAfee Hill Rd.</i>
17.244		<i>10:08.24 CAS 39</i>

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17.244		10:08.28 Pause 4
17.244	0.75	51. Right at Stop. <i>Raven Rock Rd.</i>
18.727		10:10.56 CAS 24
18.727	1.48	52. Right on Wise Rd.
19.363	0.63	53. Control 17, Key Time 10:12.15 <i>Wise, paint at gate on right</i>
19.508		10:12.52 CAS 29
19.508	0.14	54. Left at T. <i>Ritchie Road</i>
20.419	0.91	55. Control 18, Key Time 10:14.40 <i>Ritchie #1, paint at field entrance on left</i>
21.000		10:15.62 Pause 2
21.351	0.93	56. Control 19, Key Time 10:16.35 <i>Ritchie #2, paint at gravel pulloffs on right (usual location)</i>
22.000		10:17.70 Pause 1
22.045	0.69	57. Control 20, Key Time 10:17.80 <i>Ritchie #3, paint at pulloff on left</i>
22.096		10:17.90 CAS 46
22.096		10:18.03 Pause 13
22.096	0.05	58. Left at Stop. <i>Raven Rock Rd.</i>
22.791		10:18.94 CAS 34
22.791	0.69	59. Right on Pleasant Valley Rd.

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<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
24.214	1.42	60. Control 21, Key Time 10:21.45 <i>Pleasant Valley, even with last wood post prior to parking area under power lines</i>
24.918		10:22.69 CAS 48
24.918		10:22.81 Pause 12
24.918	0.70	61. Left at Stop. <i>77 East</i>
25.627		10:23.70 CAS 24
25.627	0.70	62. Right on Brown Rd, then immediate bear Right. <i>2nd right at OM 25.648 to follow Brown Rd</i>
26.428	0.80	63. Control 22, Key Time 10:25.70 <i>Brown #1, paint at tree with blue paint, park on left</i>
26.500		10:25.89 Pause 1
26.543	0.11	64. Control 23, Key Time 10:26.00 <i>Brown #2, paint opposite "Posted Keep Out" on left</i>
26.700		10:26.42 Pause 3
26.712	0.16	65. Control 24, Key Time 10:26.45 <i>Brown #3, paint opposite rusted red gate on left</i>
27.454		10:28.37 Pause 7
27.454	0.74	66. Left at Stop (take the short way.) <i>mileage taken at Stop; left at island onto Garfield Rd; 1st left at OM 27.434</i>
27.872		10:29.42 CAS 34
27.872	0.41	67. Right on Brandenburg Hollow Rd.
28.798	0.92	68. Control 25, Key Time 10:31.05 <i>Brandenburg Hollow, pole 19 on right before driveway, no real good place to park</i>

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29.826		10:32.87 CAS 22
29.826		10:32.89 Pause 2
29.826	1.02	69. Acute Left on Hayes Rd.
30.382	0.55	70. Control 26, Key Time 10:34.40 <i>Hayes, paint at jeep trail on left</i>
30.620		10:35.05 CAS 39
30.620	0.23	71. Right at Stop. <i>Stottlemeyer Rd.</i>
31.423		10:36.29 CAS 29
31.423		10:36.59 Pause 30
31.423	0.80	72. Left at Stop. <i>17 South</i>
31.509		10:36.77 CAS 34
31.509	0.08	73. Straight to pickup Harp Hill Rd.
31.600		10:37.17 Pause 24
31.600	0.09	74. (The historic stone-construction home on your right was occupied by Confederate Soldiers during the Civil War.) <i>12328 Harp Hill Rd</i>
32.223		10:38.27 CAS 29
32.223	0.62	75. Right on Woodland Way.
33.171		10:40.23 CAS 34
33.171	0.94	76. Left at Y. <i>Church Hill Rd.</i>
35.051	1.88	77. Control 27, Key Time 10:43.55 <i>Church Hill, paint at start of guardrail after parking on right after mailbox after Church</i>

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<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
35.187	0.13	78. Right on Church Hill Rd. <i>E Church Hill ahead</i>
36.392		<i>10:45.91 CAS 24</i>
36.392		<i>10:46.41 Pause 50</i>
36.392	1.20	79. Straight at Stop. Caution: fast moving traffic! <i>cross US 40</i>
36.617	0.22	80. Left at Stop. <i>17 South</i>
37.499		<i>11:03.63 Pause 1445</i>
37.499	0.88	81. Morning break at "JCT Interstate 70". (Exxon & McDonalds on left, Sunoco & Burger King on right. The only fuel at the lunch break is Sheetz, consider refueling now if you prefer brand-name fuel.)
37.928 / 0.000		82. Zero odometer at "Trucks Restricted Bridge". Key Time 11:04.70.
0.000		<i>11:04.70 CAS 34</i>
0.037	0.03	83. Right on Milt Summers Rd.
0.957	0.92	84. Left at T. <i>Mt Tabor Rd.</i>
1.704		<i>11:07.86 Pause 15</i>
1.704	0.74	85. Left at Stop. <i>follow Mt Tabor</i>
2.833		<i>11:09.85 CAS 29</i>
2.833		<i>11:10.35 Pause 50</i>
2.833	1.12	86. Straight at Stop. Caution: fast moving traffic! <i>cross Alt 40</i>
3.604		<i>11:11.95 CAS 24</i>

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3.604	0.77	87. Right at Stop. <i>Reno Monument Rd.</i>
3.900		<i>11:12.92 Pause 23</i>
3.900	0.29	88. (Jesse Lee Reno was a career United States Army officer who served as a Union General during the Civil War. Known as a "soldier's soldier" who fought alongside his men, he was killed near here, at Fox's Gap during the Battle of South Mountain.)
4.775		<i>11:15.10 CAS 34</i>
4.775	0.87	89. Control 28, Key Time 11:15.10 <i>Reno Monument #1, "Lambs Knoll Rd" on left at top of hill, don't man tourist area</i>
5.000		<i>11:15.54 Pause 4</i>
5.260	0.48	90. Control 29, Key Time 11:16.00 <i>Reno Monument #2, pole 118</i>
6.095		<i>11:17.47 Pause 0</i> <i>Left at Y, avoid Clevelandtown Rd</i>
6.950		<i>11:18.98 CAS 24</i>
6.950		<i>11:19.35 Pause 37</i>
6.950	1.69	91. Straight at Stop. <i>cross 67, pickup Mt Carmel Church Rd</i>
7.248		<i>11:20.10 CAS 34</i>
7.248	0.29	92. Right on Dogstreet Rd.
9.366	2.11	93. Left at Stop. <i>Red Hill Rd.</i>
9.435	0.06	94. Bear left. <i>avoid Geeting Rd.</i>

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<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
10.307	0.87	95. Control 30, Key Time 11:25.50 <i>Red Hill #1, ppaint at pole on left</i>
10.500		<i>11:25.85 Pause 1</i>
10.557	0.25	96. Control 31, Key Time 11:25.95 <i>Red Hill #2, paint after "For Sale by Owner" at large pulloff on right</i>
11.000		<i>11:26.75 Pause 2</i>
11.114	0.55	97. Control 32, Key Time 11:26.95 <i>Red Hill #3, curves ahead (squiggle) pictorial</i>
11.726		<i>11:28.03 CAS 34</i>
11.726	0.61	98. Right at Stop. <i>Porterstown Rd.</i>
12.635		<i>11:29.63 Pause 0</i> <i>Churchey Rd on left</i>
13.410	1.68	99. Bear Left.
13.600		<i>11:31.57 Pause 23</i>
13.600	0.19	100. (September 17, 1862: the regimental commanders in Brigadier General Samuel Sturgis' division of the Union Army of the Potomac, tramping along the Porterstown Road, ordered their men out of line to fill their canteens from nearby wells.)
13.762	0.16	101. Control 33, Key Time 11:31.85 <i>Porterstown, "15 M.P.H."</i>
13.831		<i>11:31.97 CAS 48</i>
13.831	0.06	102. Right at Stop (East Maryland 34).
15.184		<i>11:33.67 CAS 22</i>
15.184	1.35	103. Left on Keedysville Rd (no sign at intersection, pre-marker only).
15.200		<i>11:33.96 Pause 25</i>

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15.290	0.10	104. (Stone bridges, like this one, were common in this area during the Civil War era. Many survive, and carry modern traffic today.)
15.911	0.62	105. Control 34, Key Time 11:35.90 <i>Keedysville #1, at "Bridge Freezes Before Road"</i>
15.971		<i>11:36.06 CAS 29</i>
15.971		<i>11:36.10 Pause 4</i>
15.971	0.06	106. Bear Right. <i>follow Keedysville Rd.</i>
17.323	1.35	107. Control 35, Key Time 11:38.90 <i>Keedysville #2, pole 51 on left before University Rd.</i>
17.663	0.34	108. Control 36, Key Time 11:39.60 <i>Keedysville #3, yellow marker at green gate on right before Smoketown Rd</i>
18.498		<i>11:41.33 CAS 29</i>
18.498		<i>11:41.68 Pause 35</i>
18.498	0.83	109. Straight at Stop. <i>cross 65</i>
19.095		<i>11:42.92 CAS 24</i>
19.276	0.77	110. Left on Fairplay Road.
20.069		<i>11:45.35 CAS 29</i>
20.069	0.79	111. Sright at Stop. <i>Taylors Landing Rd.</i>
20.557		<i>11:46.36 CAS 24</i>
20.768		<i>11:46.89 CAS 17</i>
20.768	0.69	112. Left at T on Bowie Road.

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21.283	0.51	113. Control 37, Key Time 11:48.71 <i>Bowie, paint at start of large gravel pulloff on right</i>
21.420		<i>11:49.19 CAS 27</i>
21.420		<i>11:49.23 Pause 4</i>
21.420	0.13	114. Bear right on Mondell Rd.
21.682		<i>11:49.81 CAS 34</i>
22.527	1.10	115. Control 38, Key Time 11:51.30 <i>Mondell #1, paint at double fencepost on right</i>
23.000		<i>11:52.17 Pause 3</i>
23.528	1.00	116. Control 39, Key Time 11:53.10 <i>Mondell #2, paint along rock wall on right at wide driveway on left</i>
24.000	0.47	117. (Welcome to Sharpsburg, Maryland. The first major battle on northern soil in the Civil War took place here. It was also the bloodiest single-day battle in American history, with about 23,000 casualties.)
24.038		<i>11:54.00 CAS 24</i>
24.212		<i>11:54.68 Pause 25</i>
24.212	0.21	118. Straight at Stop. <i>cross Chapline St.</i>
24.304		<i>11:55.41 Pause 50</i>
24.304	0.09	119. Left at Stop. <i>Main St, Sharpsburg</i>
24.458	0.15	120. Right at "bp" (on Burnside Br Rd).
24.543	0.08	121. Straight at Stop. <i>E Antietam St.</i>
24.627	0.08	122. Bear Left. <i>avoid High St.</i>

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24.751		11:56.53 CAS 34
25.200		11:57.55 Pause 23
25.200	0.57	123. (To the right, but out of sight, is Burnside's Bridge, also known as Lower Bridge. It is named for Maj. Gen. Ambrose Burnside, who tried, but failed to secure the bridge during the battle of Antietam. The stone bridge is now closed to vehicles.)
26.812		12:00.40 CAS 29
26.812	1.61	124. Right on Mills Road.
27.442	0.63	125. Control 40, Key Time 12:01.70 <i>Mills, paint before guardrail on right atet Southland Rd.</i>
28.591		12:04.08 CAS 24
28.591	1.14	126. Right at Stop toward "Local Traffic Only". This road exists. <i>Harpers Ferry Rd.</i>
29.372		12:06.03 CAS 17
29.372		12:06.11 Pause 8
29.372	0.78	127. (Forced Left on Limekiln Rd.)
30.091	0.71	128. Control 41, Key Time 12:08.65 <i>Limekiln #1, at pole after "School Bus Turn Around"</i>
30.400		12:09.74 CAS 24
30.400		12:09.75 Pause 1
31.699	1.60	129. Control 42, Key Time 12:13.00 <i>Limekiln #2, pole on left after abandoned house</i>
31.891		12:13.48 CAS 34
31.891	0.19	130. Right at Stop. <i>Harpers Ferry Rd.</i>
32.229		12:14.07 CAS 24

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32.229	0.33	131. Right on Dargan School Rd.
32.517	0.28	132. Right on Back Road.
32.636		12:15.09 CAS 28
32.636		12:15.25 Pause 16 cross Dargin School Rd
33.498	0.98	133. Control 43, Key Time 12:17.10 Back, pole 36 on right near "School Bus Turn Around" on left
34.645		12:19.56 CAS 34
34.645		12:19.59 Pause 3
34.645	1.14	134. Right at Stop. Harpers Ferry Rd.
35.502	0.85	135. Control 44, Key Time 12:21.10 Harpers Ferry, pole 38 before Pleasantville Rd
36.092		12:22.14 CAS 24
36.400	0.89	136. (On October 16, 1859 abolitionist John Brown came to Harpers Ferry, located across the river to your right, to strike a blow against slavery. The raid failed and Brown was hanged in December. Sixteen months later, the country erupted in civil war.)
36.500	0.10	137. (The Civil War was disastrous for Harpers Ferry, which changed hands 8 times. Due to it's strategic location on the railroad and at the northern end of the Shenandoah Valley, both Union and Confederate troops moved through Harpers Ferry frequently.)
38.565		12:28.32 CAS 34
38.565	2.06	138. Right at Stop. Keep Tryst Rd.
39.656		12:30.25 CAS 55
39.656	1.09	139. (Forced Right at Stop onto 340 East.) Caution: high speed traffic!

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40.350		12:31.00 CAS 29
40.350	0.69	140. Right (to exit highway) on 180 after "Knoxville Brunswick".
40.768	0.41	141. Sleft toward "School Bus Stop Ahead". <i>follow 180</i>
41.036		12:32.42 CAS 40
41.450		12:33.05 CAS 50
42.351		13:29.48 Pause 5535
42.351	1.58	142. Lunch break at "15 MPH". (McDonalds on left, also Sheetz on right has made-to-order sandwiches.)
42.488	0.13	143. Exit Traffic Circle at 3rd opportunity toward "Charles Town Frederick".
42.787 / 0.000		144. Zero odometer at "North Maryland 17". The Afternoon Section begins here, this instruction overlaps NRI 1 in the Afternoon Section. Key Time 13:30.00.