

Catoctin Monte 2010

Page 1 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
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.
0.284	0.04	3. Right at Traffic Light.
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.
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.
1.669	1.66	10. Right on Wenschhoff Rd.
2.986	1.31	11. Right at T.
5.122	2.13	12. Right at Stop.
6.204	1.08	13. Right on Stultz Rd.
7.378	1.17	14. Left at T.
8.286	0.90	15. Right at Stop.
9.905	1.61	16. Bear left to avoid Liberty Hall Rd.
10.631	0.72	17. Right to avoid "Yield".
12.741	2.11	18. Right at Stop.

Catoctin Monte 2010

Page 2 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
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".
13.463 / 0.000		22. End odometer calibration at "Branded". Zero odometer. Key Time 9:35.00.
0.470	0.47	23. Left on Mt Hope Rd.
1.018	0.54	24. Control 1, Key Time 9:36.75
1.801	0.78	25. Control 2, Key Time 9:38.20
2.920	1.11	26. Control 3, Key Time 9:40.20
2.970	0.05	27. Control 4, Key Time 9:40.30
3.396	0.42	28. Control 5, Key Time 9:41.10
3.755	0.35	29. Control 6, Key Time 9:41.75
5.493	1.73	30. Control 7, Key Time 9:44.95
5.885	0.39	31. Control 8, Key Time 9:45.65
6.096	0.21	32. Control 9, Key Time 9:46.05
6.462	0.36	33. Control 10, Key Time 9:46.70
6.963	0.50	34. Left at T.
7.439	0.47	35. Right at T.
8.118	0.67	36. Control 11, Key Time 9:49.60
8.957	0.83	37. Control 12, Key Time 9:50.90
9.597	0.64	38. Acute Right at Stop.

Catoctin Monte 2010

Page 3 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
10.470	0.87	39. Control 13, Key Time 9:53.60
10.508	0.03	40. Left at Y.
10.977	0.46	41. Bear right.
11.455	0.47	42. Straight at Stop. Caution, lots of traffic!
12.016	0.56	43. Control 14, Key Time 9:56.85
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	0.31	46. Left at Stop.
15.229	1.11	47. Control 15, Key Time 10:03.30
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
16.492	0.41	50. Right at Stop.
17.244	0.75	51. Right at Stop.
18.727	1.48	52. Right on Wise Rd.
19.363	0.63	53. Control 17, Key Time 10:12.15
19.508	0.14	54. Left at T.
20.419	0.91	55. Control 18, Key Time 10:14.40
21.351	0.93	56. Control 19, Key Time 10:16.35
22.045	0.69	57. Control 20, Key Time 10:17.80
22.096	0.05	58. Left at Stop.
22.791	0.69	59. Right on Pleasant Valley Rd.

Catoctin Monte 2010

Page 4 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
24.214	1.42	60. Control 21, Key Time 10:21.45
24.918	0.70	61. Left at Stop.
25.627	0.70	62. Right on Brown Rd, then immediate bear Right.
26.428	0.80	63. Control 22, Key Time 10:25.70
26.543	0.11	64. Control 23, Key Time 10:26.00
26.712	0.16	65. Control 24, Key Time 10:26.45
27.454	0.74	66. Left at Stop (take the short way.)
27.872	0.41	67. Right on Brandenburg Hollow Rd.
28.798	0.92	68. Control 25, Key Time 10:31.05
29.826	1.02	69. Acute Left on Hayes Rd.
30.382	0.55	70. Control 26, Key Time 10:34.40
30.620	0.23	71. Right at Stop.
31.423	0.80	72. Left at Stop.
31.509	0.08	73. Straight to pickup Harp Hill Rd.
31.600	0.09	74. (The historic stone-construction home on your right was occupied by Confederate Soldiers during the Civil War.)
32.223	0.62	75. Right on Woodland Way.
33.171	0.94	76. Left at Y.
35.051	1.88	77. Control 27, Key Time 10:43.55
35.187	0.13	78. Right on Church Hill Rd.
36.392	1.20	79. Straight at Stop. Caution: fast moving traffic!
36.617	0.22	80. Left at Stop.

Catoctin Monte 2010

Page 5 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
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.
0.037	0.03	83. Right on Milt Summers Rd.
0.957	0.92	84. Left at T.
1.704	0.74	85. Left at Stop.
2.833	1.12	86. Straight at Stop. Caution: fast moving traffic!
3.604	0.77	87. Right at Stop.
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	0.87	89. Control 28, Key Time 11:15.10
5.260	0.48	90. Control 29, Key Time 11:16.00
6.950	1.69	91. Straight at Stop.
7.248	0.29	92. Right on Dogstreet Rd.
9.366	2.11	93. Left at Stop.
9.435	0.06	94. Bear left.
10.307	0.87	95. Control 30, Key Time 11:25.50
10.557	0.25	96. Control 31, Key Time 11:25.95
11.114	0.55	97. Control 32, Key Time 11:26.95
11.726	0.61	98. Right at Stop.
13.410	1.68	99. Bear Left.

Catoctin Monte 2010

Page 6 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
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
13.831	0.06	102. Right at Stop (East Maryland 34).
15.184	1.35	103. Left on Keedysville Rd (no sign at intersection, pre-marker only).
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
15.971	0.06	106. Bear Right.
17.323	1.35	107. Control 35, Key Time 11:38.90
17.663	0.34	108. Control 36, Key Time 11:39.60
18.498	0.83	109. Straight at Stop.
19.276	0.77	110. Left on Fairplay Road.
20.069	0.79	111. Sright at Stop.
20.768	0.69	112. Left at T on Bowie Road.
21.283	0.51	113. Control 37, Key Time 11:48.71
21.420	0.13	114. Bear right on Mondell Rd.
22.527	1.10	115. Control 38, Key Time 11:51.30
23.528	1.00	116. Control 39, Key Time 11:53.10
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.)
24.212	0.21	118. Straight at Stop.

Catoctin Monte 2010

Page 7 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
24.304	0.09	119. Left at Stop.
24.458	0.15	120. Right at "bp" (on Burnside Br Rd).
24.543	0.08	121. Straight at Stop.
24.627	0.08	122. Bear Left.
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	1.61	124. Right on Mills Road.
27.442	0.63	125. Control 40, Key Time 12:01.70
28.591	1.14	126. Right at Stop toward "Local Traffic Only". This road exists.
29.372	0.78	127. (Forced Left on Limekiln Rd.)
30.091	0.71	128. Control 41, Key Time 12:08.65
31.699	1.60	129. Control 42, Key Time 12:13.00
31.891	0.19	130. Right at Stop.
32.229	0.33	131. Right on Dargan School Rd.
32.517	0.28	132. Right on Back Road.
33.498	0.98	133. Control 43, Key Time 12:17.10
34.645	1.14	134. Right at Stop.
35.502	0.85	135. Control 44, Key Time 12:21.10
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.)

Catoctin Monte 2010

Page 8 of 8

SCCA National Touring Rally (Morning)

<u>Mile</u>	<u>Delta</u>	<u>Instruction</u>
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	2.06	138. Right at Stop.
39.656	1.09	139. (Forced Right at Stop onto 340 East.) Caution: high speed traffic!
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".
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.