

Catoctin Monte and Lobster Traps

October 6-7, 2012

General Instructions (GIs)

A. GENERAL INFORMATION

1. PHILOSOPHY

The Washington DC Region is proud to again present our Double National RoadRally Weekend in 2012. Our goal is to have a series of events that are enjoyable yet still challenging for all levels of contestants. We hope you have an enjoyable stay in the Washington DC area and best of luck to all of you during the rallies.

2. HEADQUARTERS

The headquarters for the events is the Comfort Inn located at:

7300 Executive Way
Frederick, MD 21704
301-668-7272
www.comfortinn.com

We have negotiated for a block of rooms at the rate of \$99 per night. Mention the Sports Car Club of America to get this rate prior to September 5. This rate includes breakfast each morning. Group rates are high in the area this weekend due to a national event, but lower rates may be available with advance purchase online.

To reach the hotel from Baltimore, take Interstate 70 West to Frederick, MD. Exit at I-270 South (Exit 53A) toward Washington. Exit at the first exit (31B) on MD 85 South toward Buckeystown. Go Left at third Traffic Light (after approximately $\frac{3}{4}$ mile) onto Executive Way. The hotel is located approximately 41 miles from the Baltimore beltway.

To reach the hotel from Washington, take Interstate 270 North from the Capital Beltway toward Frederick. Exit at MD 85 South (Exit 31B) toward Buckeystown. Go Left at third Traffic Light (after approximately $\frac{3}{4}$ mile) onto Executive Way. The hotel is located approximately 31 miles from the Capital Beltway.

Although closer to the Capitol Beltway, travelers with a choice will likely find the trip from BWI more pleasant due to heavy traffic leaving Washington on Friday afternoon and evening.

3. GOVERNING REGULATIONS

Both rallies will be run in accordance with the 2012 SCCA RoadRally Rules (RRRs) as modified and/or amended by these General Instructions and any addenda. An entry in the rally signifies the participant's familiarity with the RRRs and an agreement to be bound by them. Copies of the RRRs are available free of charge on the SCCA website (<http://scca.com> - click on 'RALLY' then 'Cars and Rules' for a link to the pdf of the 2012 RoadRally Rulebook).

4. CLASSES and AWARDS

Classes for the tour and course events will be as per the 2012 RRRs (Equipped, Limited and Stock). There will be one class for the GTA. Awards for each rally will be given.

5. SCHEDULE

Friday, October 5, 2012

6:00pm – 9:00pm

-

Welcome and Registration

Welcome and Registration in Breakfast Area.

Saturday, October 6, 2012

Catoctin Monte National Tour Rally

8:00am – 8:30am

-

Late Registration (by prior arrangement only)

8:31am

-

Car #1 Receives Route Instructions

9:01am

-

Car #1 Begins Rally (cars spaced 1 minute apart)

5:00pm

-

Car #1 Finishes Rally (approximate)

6:00pm

-

Dinner at the Braddock Inn (provided)

7:00pm

-

Scoring/Awards (approximate)

Sunday, October 7, 2012

Lobster Traps National Course and GTA Rallies

7:30am – 8:00am

-

Late Registration (by prior arrangement only)

8:01am

-

Car #1 Receives Route Instructions

8:31am

-

Car #1 Begins Rally (cars spaced 1 minute apart)

4:00pm

-

Car #1 Finishes Rally (approximate)

4:30pm

-

Early dinner (on your own) at The Greene Turtle

5:30pm

-

Scoring/Awards (approximate)

6. OFFICIAL OBSERVER & CLAIMS COMMITTEE

The names of the official observer and the members of the Claims Committee for each rally will be posted at Registration.

7. POLICE SURVEILLANCE

The Maryland and Pennsylvania State Police as well as County Sheriffs have been advised of the rallies. Competitors may expect police surveillance and should act accordingly.

8. QUESTIONS

Any questions based on these general instructions may be addressed, via e-mail, to the Rally Chairman, Steve Gaddy, at nittany1995@gmail.com. Questions must be received prior to noon on October 4, 2012. Questions should be written so that they can be answered by a “Yes,” “No,” or “Does not occur” (DNO).

9. RALLY COMMITTEE

Rally Weekend Chairman and Registrar
Catoctin Monte Rallymaster
Safety Steward (Catoctin)
Official Precheck crew (Catoctin)
Lobster Traps Rallymasters
Safety Steward (Lobster Traps)
Official Precheck crew (Lobster Traps)
Course Marshall/Chief of Controls
Scoring Chief

Steve Gaddy
Eric Bloom
Jim Friedman
Jim Friedman
Chris Bean & Steve Gaddy
Jim Friedman
Jim Friedman
Chris Bean
Eric Bloom

B. ADMINISTRATION

1. REGISTRATION

Registration will be conducted in the breakfast area of the headquarters hotel. The presence of both crew members (not necessarily together) is required for registration. All SCCA members will be required to show proof of membership. Non-members will have to fill out a weekend membership form. The driver for each team must present a valid driver's license.

2. VEHICLE INSPECTION

Complete the Safety Check/Emergency Notification form that is included in your registration packet and return it to the registration desk either Friday night or prior to receiving your routes on your first rally of the weekend. The safety check will be conducted by self-inspection. The provided Day-Glo sticker should be placed on the passenger-side front bumper of the vehicle. As we will have a different car number draw for each event, your car numbers must be handed in at the end of each rally.

3. STARTING PROCEDURE

Route Instructions will be issued in the lobby 30 minutes prior to your official start time, except map legs for Lobster Traps, which will be given out at registration. The start time will be in accordance with these GIs. Once you are satisfied with the completeness and legibility of the instructions you are issued, you are free to leave. The start of all rallies is at "050347" (sign attached to a fire hydrant) reached by turning left out of the parking lot, and making a U-Turn past the first intersection.

C. THE RALLIES

1. OFFICIAL MEASUREMENT

The courses were measured at slightly faster than rally speeds, with odometer factors set to approximate statute miles. Catoctin Monte was measured with an Alfa Elite Rally Computer run off the left rear wheel of a 2004 Subaru Outback with tires at 32 psi (cold). Weather was in the 70s with damp roads from overnight rain. Lobster Traps was measured with a Timewise 547B Odometer run off the left rear wheel of a 2010 Toyota Prius with tires at 34 psi (cold). **WEATHER (TBD)**.

2. MILEAGES

Mileages were measured to thousandths of a mile (0.001). Calculations were based upon those mileages, and only total leg times were truncated to the hundredth of a minute (0.01). Mileages at intersections were taken at the first available of the following:

1. one inch after the Stop or Yield controlling the rally vehicle,
2. at the white line at the beginning of the intersection, or
3. at the leading edge of the intersection

3. TIMING CONTROLS / CONTROL DATA SLIPS

The Catoctin Monte will use passage controls exclusively. There will be no control data slips since the true times and mileages to every potential and actual control are provided in the Route Instructions. For Lobster Traps, open and DIY controls will be used. Control data slips will be provided at each open control, and will include data for the previous control if that control was a DIYC. Controls for both events may be located in or near No Passing Zones (**Sanction Exception** Article 16.C).

4. FREE TIME ALLOWANCES

Time Allowances are per the RRRs. The logistics will be defined in the GIs specific to each rally. There are no penalties for the use of Time Allowances unless a team takes more than 19½ minutes before Lunch, or 19½ minutes after Lunch for either rally. If a team attempts to take more than this maximum total Time Allowance during the aforementioned periods, any Time Allowance beyond 19½ minutes will not be granted. After using a Time Allowance, it is possible for two teams to find that they are both in the same ½ minute window. If you are the car that is behind, please take an additional 1.00 minute Time Allowance for safety's sake. If doing so causes you to exceed your maximum allowed Time Allowance for the rally segment, you may file a claim to request waiver of this limit. Be advised that you may need some corroboration from other competitors who participate in the circumstances that cause the excessive delay.

5. EMERGENCY SIGNS

A lead car will run prior to the contestants' cars on each rally to ensure course integrity. If necessary, the lead car will erect emergency signs. Examples will be on display at registration. Off-course markers may also be used on Lobster Traps where appropriate.

6. SCORING AND PENALTIES

Official scoring will be done by the rally committee from control crew timing logs for the Catoctin Monte, and from scorecards and control crew timing logs for Lobster Traps. The penalties are as follows:

	Catoctin Monte	Lobster Traps
Penalty for each .01 minute early or late	1 Point	1 Point
Creeping or Stopping in sight of a control	10 Points	25 Points
Maximum penalty for any leg	25 Points	100 Points

For the Catoctin Monte, creeping is defined as traveling at less than 10 miles per hour. Some controls will contain a "speed trap", where we will time contestants at the start of the speed trap, and again at the control timing line (**Sanction Exception** Article 16.A). If teams do not average at least 10 miles per hour within this trap, the creeping penalty will be assessed. The length of the speed trap will not exceed 0.20 miles and a second checkpoint will never be in the speed trap zone. The presence of the speed trap may not be obvious to the contestants. For all controls, the stopping penalty will be assessed if the control crew can see that the wheels on the contestant's vehicle are not moving. These penalties will be assessed at scoring, and the decision of the control

crews is FINAL. There will be **NO** warning given before the penalty is assessed (i.e. wave-in or flashing of lights) (**Sanction Exception** Article 16.F). Just don't do it!

For Lobster Traps, creeping is defined as stopping in sight of an open control, unless taking an instructed pause or evaluating an intersection. If the control crew on Lobster Traps either waves you in or flashes their lights, you must immediately accelerate briskly to attain and maintain a speed greater than one-half of the current CAST until crossing the timing line. Failure to do so will result in a creeping penalty. The control crew decision is FINAL, and competitors will be officially notified at the open control if they have incurred the creeping penalty.

7. TIE BREAKING PROCEDURE

For purposes of awarding trophies, ties among competitors will be broken using the Lowest Scores method. The car with the most scores of zero (0) will win. If a tie continues to exist, this procedure shall be repeated by incrementing the score (most 1's, most 2's etc.) until the tie is broken. Any resultant tie shall be broken in favor of the car that had the lowest score on leg 1, leg 2, etc. until the tie is broken.

8. GLOSSARY (including Abbreviations)

The following definitions and abbreviations are common to all rallies:

BFZ	Begin Free Zone.
BTZ	Begin Transit Zone.
Caution!	Used to make competitors aware of potentially dangerous situations along the rally route. More details are provided after the word Caution (e.g., Caution! Single lane road ahead!). The caution and information following it is unofficial, and not course directing.
Each	Any number of the referenced item (including zero).
EFZ	End Free Zone.
ETZ	End Transit Zone.
Jog	A turn in the specified direction at a T, followed by a turn in the opposite direction at the first opportunity.
Key Time	The perfect arrival time for Car #0 at a Control or the official departure time for Car #0 at a specified location other than a Control, such as at a restart following a break. The correct arrival time or departure time for each car is equal to the Key Time plus their car number in minutes (plus any time allowance the team is claiming at that point).
Pictorial	A governmental road sign with a yellow background displaying a picture described by the words prior to the word pictorial (e.g., Rider on Horse Pictorial, Pavement Ends Pictorial, Stop Ahead Pictorial).
Sleft	Straight as defined in the RRRs or Left as defined in the RRRs except that the turn shall not exceed 45 degrees.
Sright	Straight as defined in the RRRs or Right as defined in the RRRs except that the turn shall not exceed 45 degrees.
(SOL)	Sign On Left. This is not necessary for execution, but is given in parentheses to assist teams in getting through the course.

9. SANCTION EXCEPTIONS

For Catoctin Monte

The rally is under 200 total miles (Article 4.B.1)

“Speed Trap” timing control to detect creeping (Article 16.A)

No warning before imposition of creeping penalty (Article 16.F)

Controls may be located in or near No Passing Zones (Article 16.C)

For Lobster Traps

The rally is under 200 total miles (Article 4.B.1)

Modification of the Onto MRD (Article 24.C)

Addition of Designation and Left/Right/Straight at/on Landmark MRDs (Article 24.C)

Cancellation of NRIs on Leg Slips (Article 25.A.2)

Multiple RIs may be executed at the same point (Article 25.A.2)

Controls may be located in or near No Passing Zones (Article 16.C)

10. BREAKS AND FINISH

For Catoctin Monte

- Morning Break – Approximately 1045am (car 1)
 - Myersville, MD @ BK, McDs, Exxon on MD-17 at I-70
- Lunch Break – Approximately 1230pm (car 1)
 - Thurmont, MD @ Your Choice near MD-806 at Tippin Drive
- Afternoon Break – Approximately 300pm (car 1)
 - Smithsburg, MD @ Exxon on MD-64 at MD-66
- Finish – Approximately 500pm (car 1)
 - Braddock Heights, MD @ Braddock Inn
 - Dinner will be provided
 - This is 5-10 minutes from HQ

For Lobster Traps

- Morning Break – Approximately am (car 1)
 - Thurmont, MD @ Sheetz or BK on MD-550 at US-15
- Lunch Break – Approximately pm (car 1)
 - Emmitsburg, MD @ Subway or McDonald's on MD-140 west of US 15
- Afternoon Break – Approximately pm (car 1)
 - Taneytown, MD @ Sheetz, McDonald's or Citgo on SR-140 eastbound
- Finish – Approximately pm (car 1)
 - Mount Airy, MD @ The Greene Turtle

ADDITIONAL GIs FOR CATOCTIN MONTE

1. INTRODUCTION

Welcome to the Catoctin Monte, sponsored by the WDC Region SCCA and co-sponsored by the BRANDED Rally Club of Maryland. The rally is about 190 miles in length, takes about 8 hours to complete, and includes a lunch break and two shorter rest breaks.

The rally has a “Monte Carlo” format. There are no assigned speeds, and you do not stop at timing controls. The route instructions include the official mileage of the timing control location and the correct arrival time at each passage control.

2. ROUTE INSTRUCTIONS

The route instructions for this rally are written to help you stay on course. Unofficial information, which is intended to be helpful, is provided in parentheses. Official mileage is provided for most instructions in the Mile column in the route instructions. This is the mileage since the odometer was last zeroed. Unofficial Delta, or interval mileage, from the first specified action of the previous instruction is also provided for most route instructions. Note these deltas may appear 0.01 off from the official mileage due to the fact the deltas were calculated using 0.001 mileages.

To follow the rally course, perform each action of each route instruction in sequence as soon as the conditions necessary for its execution are met. Each instruction will be performed only once, and there is no overlap between instructions. If you cannot perform a course following action of a route instruction at an intersection, proceed Straight as Possible through the intersection. This is the principal road used in this rally.

Only paved public roads exist. Do not proceed on an unpaved road at any time during the day. Doing so will be hazardous to your score as you will be off-course. Numerous roads in the area regularly undergo “chip/seal” maintenance, and should be considered as paved.

Key Times (and the average speeds they imply) have been adjusted in consideration of the conditions of the roads that are used and they take into account Stops and any Traffic Lights. Cautions are provided to alert you to situations requiring reduced speed and extra attention. Please take the cautions seriously; they are there for your safety.

3. TIME ALLOWANCES

Time Allowances at each control will be automatic based upon the best score possible for the contestant. No forms need be turned in, except in the case of a Delay at Control (see Article 21.E of the RRRs). In that case, please put the exact amount of your delay on a piece of paper with the control number and your car number and turn it in to a scoring crew member at either the lunch break or at the finish restaurant, in order for your request(s) to be approved. In addition, please honk to the control crew so they can verify the delay through their visual sighting of all activity at or immediately prior to the timing line of the control. If the delay is caused out of sight of the control, use a Time

Allowance instead of a Delay at Control. Note that you must make up this special delay time prior to your arrival at the next control (or continue to take an appropriate TA).

Time allowances can be “sold back” at any point in the rally, either partially or in full (as long as you are either traveling at your assigned time, or at a valid positive TA time (e.g., ½, 1½, 2½ minutes, etc.). Please note that it will be difficult to make up time during most segments of the rally. You should have time to get back into your original position, however, at each of the breaks.

4. CONTROL PROCEDURES

The rally uses Passage Controls. Do not stop at Controls; the timing is continuous. Time lost on a leg must be made up on the following leg (see Time Allowances above). A checkpoint sign on the right side of the road identifies the timing line of the Control. Some checkpoint signs may be mirror boxes and many will be smaller signs, a sample of which will be on display at registration. These signs will be attached to any available support (trees, utility poles, road signs, stakes) or they may be on the ground. Controls may be located on a variety of roads, some with double yellow lines (**Sanction Exception** Article 16.C).

Each Control location is identified by a Numbered Route Instruction that contains the word “Control” followed by its number and “Key Time” followed by a Time-of-Day. The times are shown in hours, minutes and hundredths (1/100) of minutes. An Official Mileage is always given and the Key Time is the correct arrival time for Car #0. Add your car number in minutes, and any Time Allowances, to the Key Time to get your perfect arrival time at the Control.

Controls may be either manned or unmanned. The Control crew may be on either side of the road. It may not be obvious which Controls are manned. At manned Controls, the Control workers will note in their timing log the exact arrival time for each car as its front wheels pass the timing line as determined by the checkpoint sign. There are more Control locations listed in the route instructions than there are manned Controls, so it is possible that the checkpoint sign at an unmanned Control may no longer be at the location. There will always be a checkpoint sign at a manned Control location. If you see a worker at a location without a checkpoint sign, you are not at a control (this may be a speed trap location).

Controls may be located on roads with a posted speed limit of less than 30 miles per hour.

ADDITIONAL GIs FOR LOBSTER TRAPS COURSE & GTA

1. PHILOSOPHY

Lobster Traps continues the tradition of challenging course rallies in the Washington DC region. Blessed by the great roads in the area, and inspired by the series of Crabs events, Lobster Traps features intersection rallying concepts, with an Aristotle rule. Strict interpretations and applications of these basic rules will be required, and contestants will need to be on top of their game all day to score well.

2. ROUTE FOLLOWING PRIORITIES

To follow the course at each intersection, apply the following in order:

- 1 – Execute an emergency instruction
- 2 – Execute a route instruction (LRI or NRI) referenced to an official mileage if it occurs at that mileage
- 3 – Execute a numbered route instruction (NRI)
- 4 – Execute a lettered route instruction (LRI)
- 5 – Follow the main road

3. MAIN ROAD DETERMINANTS

Main Road Determinants (MRDs) may be listed between certain route instructions. An MRD list becomes active when the immediately preceding NRI is completed, and remains active until replaced by a new MRD list. Within an MRD list each MRD is identified by a letter. The priority of the MRDs in an MRD list is alphabetical starting with the letter A, and only the letters A through E will be used. A new MRD list may also be introduced at the outmarker of an Open Control as listed on the leg data slip. The MRDs in effect at the start of the rally are listed at the top of the Route Instructions, and are to be considered valid (even though not preceded by a Route Instruction).

The MRDs listed in the RRRs will be used with the following additions and changes (**Sanction Exception** Article 24.C).

ONTO: Delete the last sentence of the definition of ONTO in Article 24, Sec C and replace with the following: The designated road is the main road at each intersection where this MRD is applicable until the ONTO MRD is eliminated from the MRD list. If you are ONTO a road and your MRD list changes, and the ONTO MRD is included in the new list, you are still ONTO that road. You may also be placed ONTO a named or numbered road by an instruction saying: ONTO (AND THE NAME OR NUMBER OF THE ROAD). You are then ONTO that road and the instruction will then be completed without traveling on that named or numbered road.

DESIGNATION: A name or number of a route will appear in the MRD list. This is the designated road. Only the name or number will appear in the MRD list (not the word 'DESIGNATION'). The main road is the single road leaving the intersection with this designation when this MRD is applicable.

LEFT/RIGHT/STRAIGHT at/on LANDMARK: The main road is the single road leaving the intersection that proceeds in the indicated direction at or on the indicated landmark.

4. DRIVING CONSIDERATIONS AND SPEEDS

Maryland is notorious for not only low speed limits, but also yo-yo speed limits. In order to avoid numerous speed changes in these sections, an average CAST may be specified through a lengthy free zone. This CAST, at times, may be well above or well below the speed limit. Please travel safely in these areas, and use your free zones wisely. You should always have enough time at the end of the free zone such that you will never need to exceed the speed limit (though you will generally be expected to travel near the speed limit, even if above CAST, in these free zones).

5. CONTROLS / CONTROL PROCEDURES

Open controls will be identified by a standard checkpoint sign on the right side of the road. You will be timed as your front wheels pass the checkpoint sign. Proceed past the sign, and pull up next to the control worker's vehicle, where you can exchange info.

Upon arrival at the control vehicle, hand over your scorecard to the worker. If you wish to claim TA for the leg, you must indicate this orally, AND enter the TA on the scorecard in the appropriate spot before handing it over. Also, if the previous control was a DIYC, you must include your claimed in-time for the DIYC on the appropriate spot on the scorecard before handing it over. You will then receive a control data sheet which will contain official timing information and critique from the previous leg, the number of the next route instruction to be considered for initiation, the location of the outmarker, the CAST effective at the outmarker, the MRD list effective at the outmarker, call-back mileage for the next leg, and any official information effective at the outmarker. Also note, official information may appear in the route instructions, effective after completion of the immediately preceding NRI. Also, you may need to execute some NRIs after the control prior to reaching the outmarker.

You will also receive your scorecard back, with your in-time and out-time (at the outmarker) indicated. If you dispute the arrival time recorded on your sheet, you must immediately inform the control captain who will resolve the dispute in such a manner as is appropriate under the circumstances. Disputes involving differences under 0.03 minutes WILL NOT be considered. While a dispute is being resolved, make certain neither you nor your car interferes with other contestants. The control captain may issue a new out-time if the dispute causes you sufficient delay. Be prepared to hand in your scorecard when directed after approximately each third of the course.

Some controls will be do-it-yourself controls (DIYCs), and will operate as specified in the RRRs. A DIYC may occur within a Free Zone. If a new MRD list or official information is required after a DIYC, it will be listed in the route instructions immediately following the DIYC instruction. Also, an Observation Control (OBS) will exist as specified by the RRRs. You are not required to stop at the OBS.

The official mileage reverts to 0.000 at the OUTMARKER of each open control and at other points identified in the route instructions.

6. ROUTE INSTRUCTION FORMAT

Both numbered (NRI) and lettered (LRI) route instructions will be used, and will conform to Article 25 of the RRRs as supplemented by these General Instructions. All NRIs will be completed unless cancelled at an open control (**Sanction Exception** Article 25.A.2). Be sure to note the NEXT NRI on the leg data slip.

LRIs will be interspersed with NRIs, and will be identified as LRI A, LRI B, LRI C, etc. with priority given to the letter closest to the beginning of the alphabet. Single-letter LRIs have higher priority than double-letter LRIs (e.g., LRI Z is higher priority than LRI AA). LRIs, including LRIs referenced to an official mileage, become eligible for execution upon completion or cancellation of the immediately preceding NRI. More than one LRI may become eligible for execution at the same time. An eligible LRI becomes ineligible for execution when the specified action "Cancel LRI (letter)" is executed in a route instruction, or is included in official information. An LRI referenced to an official mileage may become ineligible for execution prior to the official mileage being reached. An ineligible LRI may be canceled.

While eligible for execution, an LRI may be executed once, more than once, or not at all. When eligible, LRIs overlap NRIs, and NRIs overlap LRIs. LRIs may overlap other LRIs, but not themselves. An LRI and NRI, or multiple LRIs may be executed at the same point, however no more than one course directing action can be executed at the same time at an intersection (**Sanction Exception** Article 25.A.2).

Pauses and gains are in hundredths of a minute (e.g., Pause 100 = Pause 1 minute).

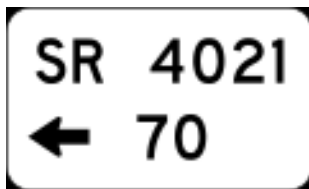
No action of a numbered route instruction shall be executed within 0.10 mile of any action of the immediately preceding numbered route instruction. The exact determination of the 0.10 mile distance should never be critical, unless mileage information is explicitly given in the instructions. Note that the cancellation of an NRI does not constitute an execution of that NRI.

Some route instructions will be OR instructions, which represent two potential options for the route instruction separated by the word OR. Execute the option which can be initiated first, and cancel the other option.

Only consider yourself **at** an intersection (e.g. sideroad, crossroad, T) if you could proceed immediately on any of the departing roads at that intersection from your current location. Also, the sideroad and crossroad definitions only apply as the contestant approaches the intersection on the road not referenced in the definitions (this condition already applies to the T definition). The information in this paragraph is not intended to be a trap, but to bring clarity to the use of the term “at” when referring to intersections.

7. ROADS

The existence of paved and unpaved roads is determined by the RRRs, as amended by the unpaved rule (defined within these GIs), and the information in this section. The designation of a road is determined by observing road identification sign(s) at or near intersections, and should be used with the intent of the erecting agency. A named designation is determined by observing a common street-type road identification sign which is most parallel to the road it names. At an intersection, the sign identifying the named road also identifies the road on the opposite side of the intersection unless each road segment has its own name or an arrow on the street sign indicates that an identified road only goes in a single direction. A numbered designation is determined by observing a standard Interstate, U.S., state, or county highway shield at or near the intersection. If accompanied by one or more arrows, the shield identifies the road in the direction(s) indicated by the arrow(s). Otherwise, the shield identifies the road it applies to as intended by the erecting agency. The name of any other road (including the road in the opposite direction) should not be inferred from such a road shield.



In Pennsylvania, a state route may be identified by a little white sign with the letters “SR” followed by a route number. Other numbers on the sign serve as a mileage reference, and are not relevant for this rally.

If there are one or more arrows on the sign, the identification applies to the road(s) in the direction(s) of the arrow(s).

Otherwise, the sign identifies the road it applies to as intended by the erecting agency (just like any other state route shield). Examples are shown to the left. In the first case, SR 4021 is the road to the left. In the second case, SR 3015 is the road directly ahead. In both cases, determine the direction relative to approaching the front of the sign, whether or not the rally car approaches the sign from the front. Looking backwards to see a sign, however, is never required.

Route information may also be indicated by pre-markers, in which case the information on the pre-markers shall be equally valid as the information at the intersection. In cases where the street names may be ambiguous based upon the orientation of the signs, determination of the route will not require guessing the intent of the erecting agency. The designation either will not matter, or will be defined by official information.

Road names in the route instructions may be a partial designation of the name on the road sign. For example, if a road is referenced in the route instructions as CHURCH, you can use a road designated as WEST CHURCH, WEST UNION CHURCH RD., etc. This can also be used for the ONTO main road determinant. If more than one part of a road name is referenced in a route instruction, the parts will be consecutive.

Roundabouts may be encountered on this event. Consider all opportunities within a roundabout to be distinct intersections. The entry to a roundabout will be a forced right (usually at a yield sign), while each possible exit to the roundabout should be considered a right opportunity at a protected intersection. There are no traps based upon instructions to enter or leave roundabouts.

8. UNPAVED RULE

Roads which are visibly unpaved, or identified as dirt, gravel, or unpaved, shall be considered non-existent, unless:

- The word UNPAVED is used in an active route instruction, OR
- There is no paved alternative

The road you are traveling on shall be considered to exist while you are traveling on it. Some unpaved roads have paved aprons, and vice versa. The aprons do not determine the surface of the road. When evaluating the surface of a roadway, evaluate the road as it leaves your field of vision from the intersection, not right at the intersection. This includes the surface of the road you are upon.

9. MAP LEGS

Some NRIs in the rally will use the instruction “Begin Map <number>” to initiate a Map leg. This instruction shall be initiated at the outmarker for the Map leg (or at the DIYC if the preceding leg was a DIYC), executed continuously along the map route, and completed when you arrive at the timing control for the Map leg. The MRD List for all Map Legs is: A. Straight as Possible. Automatically CAST 2 MPH less than the Speed Limit when passing a “Speed Limit” that applies to the rally vehicle.

Map legs will use a map (marked by the map number noted in the NRI) and a series of pictures from the map (which may have been enlarged and/or rotated for ease of viewing). In some cases, the map will come from multiple map pages that have been pieced together; do not take slight irregularities at the boundaries to mean the roads do not connect.

The map for the leg will have the Outmarker (or the point first reached on the map) marked by “Start.” You should plot the shortest course from the Outmarker (without making any U-turns) that travels upon all segments of road pictured, using the pictures in the order given (Picture 1, Picture 2, etc). No intersection or portion of the road may be used more than once in a leg. That is, once you drive on a portion of road in one direction, you cannot use that portion of road in any direction for the remainder of the leg.

All roads leading off the edge of the map do not exist from the last intersection on the map to the edge of the map, except for the case of the starting or ending point in a Leg, which may be on a road leading off the map. In addition, roads (as indicated on the map) that dead end or lead into a neighborhood that would require leaving the neighborhood by the same road on which you entered do not exist.

Some roads on the map may not exist in the real world when you are actually driving the route. However, based upon the curves on the map, you should be able to determine where you are and when to turn. If your plotted route would take you on such a non-existent road, you should plot the next best route from that point which meets the criteria. In addition, road names may be slightly different from what appears on the map, but other map features should allow you to confirm your route.

ADDITIONAL GIs FOR LOBSTER TRAPS GTA

To be determined (same course rules, just determine how scoring will work and rules for time to enter controls). Considering a scoresheet where the contestant writes where they execute certain instructions and/or checkpoint mileage as well as pauses taken and locations. Each trap would have a designated check against the contestants answers, and one point for each wrong (basically one point per trap).