

A Drive in The Appalachian Foothills  
August 29<sup>th</sup>, 2020  
General Instructions  
Rally Master – Jim Wiles  
Rally Safety Steward/Contact – Christy Graham 513-658-4677

Schedule

8:30 to 9:00 - Registration at ODOT Rest Area, 6 Miles East of Mt. Orab on OH 32  
9:10 - Safety Meeting/Route Instructions distributed  
9:20 AM - Start Rally (approximately 80 miles)  
1:00 PM - Could arrive at endpoint  
2:30 PM - Required Finish Time at endpoint

Cost for this event is \$30 (a discount is available for members) Register on MotorSportReg.com using the link [www.cincyscca.motorsportreg.com](http://www.cincyscca.motorsportreg.com) On-site registration will be accepted if spots are available (please notify registrar of intent to run ahead of time if possible)

I. General

This is an easy-to-follow GTA Rally. It is a competitive event run on public roads at posted speed limits, following all traffic laws. Do not violate any traffic laws upon penalty of disqualification. Scoring is based on correctly answering questions and finding clues along the route. Strict adherence to the National Road Rally Rules does not apply. There are no controls on this route. This event is eligible for points toward Cincinnati Region's championship series. This rally is open to both SCCA members and non-members (a member discount is offered if at least one competitor is a current SCCA member).

II. Course

All roads are paved. There are many curves, narrow sections, and hills. Follow the principal road, making any necessary turns to follow, until a change in routes is given. Be mindful of patches of rough pavement, narrow bridges, potholes, loose gravel in spots, farm animals, farm people, and lawn clipping from mowing. The route goes through several areas of reduced speed limit – please be mindful. You will pass through Russellville two separate times. Other than the start and finish location, this is the only place restrooms, gas and refreshments might be available. The "X" column is for your use to mark off the task.

III. Signs, Landmarks and Questions

Common definitions of objects apply to questions. Questions are not all quotes from signs. Questions can only be correctly answered with clues

available from the initiation of the preceding instruction and the completion of the following instruction. You may have to go “off course” to answer some of the clues. If you observe more than one potential answer, the first instance is the correct answer. If there is no answer, write in “none”. Blank answers will be scored against you. Print your answers clearly in the answer column ONLY. Answers outside will be counted as a miss. Some roads have high speed limits. Any questions in these stretches are answerable while maintaining (close to) the prevailing speeds, if you watch carefully. Do not cause a hazard to other drivers in order to get an answer. It is preferable to safely turn around and go back for an answer if desired. You will not complete the rally on time if you spend too much time back tracking. There is limited parking space at each of the covered bridges. Do not stay longer than necessary to complete the instructions. The rally master has the last say in whether an answer is correct or not, even if he’s wrong!

#### IV. Scoring

You will be given 1 point for each incorrect answer. Low score wins. However, for every picture of a different Barn Quilt seen on the route you will get a point deducted from your final score. Ties will be broken by the Rally Master by a coin toss, dice roll, highest card draw, tie breaker question, largest bribe to the rally master, or other method to be determined by the rally master. The rally master has the final decision in all scoring disputes. Both driver and navigator will be awarded points for their finishing position for the series championship. Refer to “Series Rules” for details.

PLEASE CALL TO ADVISE US IF YOU ARE NOT GOING TO COMPLETE THE RALLY SO WE DON'T SEND OUT A SEARCH TEAM.

The *principal road* can be determined as follows

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.