

# INDY JUNE MAIN ROAD GENERAL INSTRUCTIONS

JUNE 13, 2021

First of all, truth in advertising: This rally is way more difficult than the May rally. These General Instructions contain everything that you need to know in order travel the route, but are no guarantee that you will be competitive in this rally. They assume that you have run a rally before, and they assume that you have used smartphones with Apps.

This is a Course rally and uses Main Road Determinants as well as both numbered and lettered route instructions. **It is imperative that you understand that execution of the direction following parts of any route instruction requires you to leave the Main Road.** This means that you need to understand how to determine the Main Road at each and every intersection before you can evaluate whether the conditions of an instruction have been met. During the OCZ (see Glossary), which is exactly the same as the May rally, we will point out the Main Road at several intersections. After the OCZ, an instruction can only direct you onto a Main Road if it is accompanied by an official mileage!

The Main Road Determinants (MRD's) for this rally, in order of precedence, (note that you start evaluating these with "onto" and the first one that fits is the last one evaluated) are:

**ONTO** The Main Road is the one that has been identified by the word ONTO in a route instruction. It will frequently be a second part of an instruction and say simply Onto "name" or "number". It is not necessary for you to turn or drive on the road to be onto it, but if you encounter a road of that name or number, then it is the main road at that intersection for the purpose of determining whether the instruction(s) you are working on can be executed in a manner that causes you to leave the main road. If not, then you follow the main road. It will remain the main road until it is replaced by another onto in a subsequent instruction or is specifically cancelled. You will only be ONTO one road at a time on this rally.

**PROTECTION** The Main Road, as determined by this determinant, is that single road leaving the intersection that has neither a stop sign nor a yield sign at that intersection. Contestants are required to recognize (usually from the backside) the stop signs and/or yield signs.

**RIGHT AT T** The Main Road, as determined by this determinant, is the road that goes to the right at a T, where T is as defined in the glossary. Note that if the right option has a stop or yield sign, it becomes a protected intersection per the above MRD. I don't think there are any of these on this rally.

**STRAIGHT AS POSSIBLE** The Main Road, as determined by this determinant, is the road that appears to go as directly ahead as possible through an intersection. This MRD can apply at a slant T or an unequal Y. The determination of which road is nearly directly ahead is made at the intersection in question; roads are judged upon their merits as you enter the intersection, not upon how they look as you approach the intersection.

Numbered Instructions are to be executed in numerical order at the first opportunity where all of the conditions of the instruction have been met, and must be completed before starting the next numbered route instruction. A numbered instruction (NRI) can only be executed once!

Lettered Instructions become active upon the completion (which means all parts) of the most immediately preceding numbered route instruction and are to be executed at the first opportunity where all of the conditions of the instruction have been met. If both a lettered and numbered route instruction can be executed at the same intersection, the lettered instruction is executed and you keep looking for another intersection where you can execute the numbered instruction. A lettered instruction may be executed once, more than once, or not at all. It remains in effect until it is specifically cancelled. More than one lettered instruction may become active at the same time. **These are particularly tricky because they mean that you are looking to execute more than one route following instruction at the same time (maybe 4 or 5).**

One road rally convention to be aware of is the difference between (i.e. Holt and “Holt”). The quotation marks mean that the term is taken from a sign and the absence of quotation marks means that it describes the object or location. “Holt” could come from a sign that says “S Holt Rd” but not from a sign that says “Arnholt Rd”. RIGHT ON HOLT. means on a road named Holt. Prefixes and suffixes only apply if they are included in the instruction.

Periods in an instruction divide the instruction into multiple instructions; and titems contained in parentheses are for information purposes only. The first part of the instruction must be completed before initiating the second part. An example is: RIGHT ON KENTUCKY. (SR-67) STAY IN THE RIGHT TURN LANE. In this instruction, you would turn right on Kentucky (which is also SR-67) and then stay in the right turn lane after you have completed the right turn of the first part.

All roads used on this rally are paved, and roads marked Dead End, No Outlet, etc. do not exist.

Important: Re-zero your trip odometer at each restart point and leave at the beginning of a minute so that the App will tell you that you started on the next minute. This provides you with a full minute to evaluate MRD's at intersections. If you need more time to get set up, wave waiting cars past so that they aren't delayed. The App will sort you out.

Also Important: Only one car should start on a minute. If two cars attempt to leave on the same minute, they will both be attempting to arrive at the subsequent PCP at the same time, which means that one of you will get a bad score.

Because there is an On-Course route, and a different Off-Course route, it is not feasible to provide you with either mileages at every instruction, or with a delta time for the leg. It is necessary for you to use the specified CAST's (see Glossary) and the Odometer Correction Factor that you derived on the OCZ to compute your own arrival time at the control (which will not be identified in the instructions). See page 5 for helpful formulas for calculating.

**VERY IMPORTANT:** When the App gives you your score, pull over safely and stop. Touch the line on the App that gives your score to bring up the Critique for the leg. **This is particularly important if the App says that you are off course because that message means that you will NOT ever rejoin the course if you keep going.** It will give you important information that may be necessary to

run the next leg. In general, the numbered and lettered instructions will get you to the next restart point which is always identified in the route instructions. However, things like lettered instructions may be cancelled in the critique, and that will almost assuredly be important in the subsequent leg. Take as much time as you need to understand what is happening before you start the next leg. The App times you from the time you leave the restart point (as indicated) to the subsequent control. Note that on this rally the restart minute is the **Next** minute after you actually start. This gives you extra time to evaluate MRD's at intersections, but needs to be lost prior to reaching the next control.

We will have a manned OBS (Observation) Control prior to the restart point for the second leg. Feel free to pull into the parking lot and ask us for help understanding what you did incorrectly on the first leg. We strongly suggest that all competitors stop here and ask questions, whether they think they did the course correctly, or not. There are a total of nine legs and we want you to do them correctly, and have fun. This is a tough rally and there is absolutely no shame in asking for help. We have all had to pay our dues just like you are doing now, and some of these legs are hard enough to catch even us.

## GLOSSARY

CAST      Change Average Speed To

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. Note: to be a crossroad, the roads to the left and right must align; i.e. straight across.

JOG      A turn in the direction indicated, followed immediately by a turn in the opposite direction.

No Parking Graphic      A picture of a vehicle or P surrounded by a red circle with a diagonal red slash, or the words No Parking.

OCZ      Odometer Calibration Zone.

ON      As distinct from "onto" means to travel upon the named road. It does not designate an MRD.



SAG      Stop Ahead Graphic      or sign reading "Stop Ahead".

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 octagonal red sign with the word STOP  that applies to the rally car.

- STRAIGHT Proceed straight at a location where the Main road turns (examples could be either Onto or Protection).
- 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. (If you were going across the top, it would be a sideroad).
- TRAFFIC LIGHT A fixed signal light alternating red and green (and frequently including yellow as a transition between green and red) used at an intersection to regulate traffic and which controls the rally vehicle. For rally purposes, only one traffic light may exist at an intersection.
- 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. (Use of this term in an instruction should, in racing terms, be a waving yellow flag! A turn could be either Left or Right, so how can you go either way and still be on course? You can't, so how can this be a valid instruction? What it means is that the off-course loop and the on-course loop have converged on the same road going in opposite directions looking for the same sideroad.)
- YIELD A triangular sign with the vertex at the bottom and the word YIELD that applies to the rally car, or a sign with a representation of the same.

## COMMON DATA AND CALCULATIONS

EVENT \_\_\_\_\_

DATE \_\_\_\_\_

CAR # \_\_\_\_\_ START TIME \_\_\_\_\_ (To Form 2, Line 1, Cols. 2 & 7)

Your Odo End Mileage \_\_\_\_\_

$$\text{Correction Factor} = \frac{\text{Official Odo Mileage}}{\text{Actual Odo Mileage}} = \frac{\quad}{\quad} = \frac{\quad}{\quad}$$

- Your Odo Start Mileage \_\_\_\_\_

= Your Actual Odo Mileage \_\_\_\_\_

$$\frac{\text{Any Official Mileage}}{\text{Correction Factor}} + \text{Your Odo Start Mileage} = \text{Your Actual Odo Mileage}$$

$$\frac{\text{Any CAST}}{\text{Correction Factor}} = \text{Your Actual Odo Speed}$$

Rally Time = Your start time on leg \_\_\_\_\_  
+ Your minutes per mile X miles \_\_\_\_\_

$$\frac{\text{60 Times Correction Factor}}{\text{Any CAST}} = \text{Minutes Per Your Mile}$$

Convert to minutes and seconds =

minutes = digits left of decimal point

seconds = digits right of decimal point X 60

$$\frac{\text{30 Times Correction Factor}}{\text{Any CAST}} = \text{Minutes Per Your Half (0.5) Mile}$$

$$\frac{\text{12 Times Correction Factor}}{\text{Any CAST}} = \text{Minutes Per Your Two Tenths (0,2) Mile}$$

[illegible]