

SECTION II - THE RALLY AND COURSE FOLLOWING

A. DESCRIPTION AND PHILOSOPHY

The day's run will start and end at rally headquarters. The morning coffee break is in Smyrna, Delaware; the lunch stop is on US 13 near the intersection with SR 10 South of Dover, Delaware and a short afternoon break is planned at Odessa, Delaware. The route lies primarily in the Delaware Counties of New Castle and Kent. In traversing the course, please be considerate of the Amish people (and their buggies) who will be found primarily in the late morning and early afternoon while you are in Kent County, Delaware.

It is the intent of the rally committee to conduct an accurate event of championship caliber. The rally is conceived in the Appalachian tradition of a challenging event with the emphasis on course following. As should be the case in all events, the instructions have been written and examined carefully to eliminate ambiguity. The course has been found acceptable to Class B crews with a moderate degree of experience.

It is imperative that each contestant have a thorough understanding of these General Instructions. Some of these General Instructions are different from those you may be accustomed to. Read them assiduously.

Most legs of the rally have a single test for the contestant. In every instance where there is a planned or designed trap, the course has been "fail-safed" in order to get contestants back onto the rally course.

B. TYPES OF ROADS (ROUTES)

Both Paved public and Unpaved public roads will be used during the rally. A public Road is defined as:

- (a) Any Paved Road. (Except those excluded by Part V, Article 2, Section C of the Rally Regulations) An Unpaved apron does not disqualify a Road from being Paved.
- (b) Any Unpaved Road, (Except those excluded by Part V, Article 2, Section C of the Rally Regulations) that possesses an identifying name or number at the point where it is encountered. A Paved apron does not disqualify a Road from being Unpaved. An Unpaved Road is a Free Zone.

The above criteria is to be applied at each Intersection along the route to determine the existence (or non-existence) of intersecting Roads.

C. COURSE FOLLOWING PRIORITIES

The 1975 Appalachian National Rally is conceived under a fixed MAIN ROAD structure interacting with a variable priority for application of the Route Instructions. Every Route Instruction (except Instruction 1) will possess a MODE (A, B, C or D) which will vary as determined by MODE DESIGNATORS which cause the Route Instruction to occupy varying positions in the PRIORITY LIST. As you travel along the rally route consider the items in the PRIORITY LIST in the order they appear (top to bottom); select the first applicable (topmost) item AND proceed

accordingly. NOTE: Although the following list appears lengthy it in fact contains only five Main Road Rules for consideration (one of which is Straight as Possible).

PRIORITY LIST

(TOP)

- Execute the next Numbered Route Instruction, regardless of its MODE, even if it results in a course the same as the Main Road, if it is accompanied by an Official Mileage.
- Execute a MODE A Route Instruction if it causes you to leave the Main Road as determined by the next applicable Main Road Rule of the items below.
- Stay on the Main Road as determined by Put on a Road by Name or Number.
- Execute a MODE B Route Instruction if it causes you to leave the Main Road as determined by the next applicable Main Road Rule of the items below.
- Stay on the Main Road as determined by Protection by Stop or Yield Signs.
- Execute a MODE C Route Instruction if it causes you to leave the Main Road as determined by the next applicable Main Road Rule of the items below.
- Stay on the Main Road as determined by Paved over Unpaved.*
- Execute a MODE D Route Instruction if it causes you to leave the Main Road as determined by the next applicable Main Road Rule of the items below.
- Stay on the Main Road as determined by the T-Rule.*
- Stay on the Main Road as determined by Straight as Possible.

(BOTTOM)

- * These are granted exceptions to the S.C.C.A. Rally Regulations Part V, Article 1, Section B. See paragraph E and F of these General Instructions.

Note that Route Instructions (Numbered or Special) dealing only with speed, time, and/or confirmation points or that specify course conditions (i.e., road surface, non-existence of signs or landmarks, etc.), are not Course Following Instructions and do not require you to leave the Main Road. They are to be executed as soon as their conditions are met without recourse to the PRIORITY LIST.

D. MODE DESIGNATORS

The mode of a Route Instruction is determined by MODE DESIGNATORS which appear between numbered Route Instructions and define the MODE (A, B, C, or D) of all Route Instructions from the point where the MODE DESIGNATOR becomes active until the point at which the next MODE DESIGNATOR becomes active. A MODE DESIGNATOR becomes active immediately upon complete execution of the numbered Route Instruction immediately preceding it in the Route Instructions. Only one MODE DESIGNATOR is active at any time since the activation of a new MODE DESIGNATOR automatically cancels the previous MODE DESIGNATOR. See paragraph T of this section for examples of the Route Instructions in addition to the following examples.

21. Left at "Tomb of Father Seelos"

Priorities when in MODE C

22. Left at T.

MODE C

23. Right at Crossroad

24. Left at Stop

S.I. Road 60 is Paved

25. Turn at T.

MODE A

1. NRI w/Official Mileage

2. Put on by Name/Number

3. Protection by Stop/Yield

4. Course Following NRI or S.I. not redundant with 1st applicable of 5,6, or 7.

5. Paved over Unpaved

6. T-Rule

7. Straight as Possible

E. THE T-RULE

At a T, the Main Road goes to the left if the Numbered Route Instruction you are attempting or seeking to complete is odd numbered; the Main Road goes to the right if the numbered Route Instruction you are attempting or seeking to complete is even numbered.

NOTE: Many Route Instructions are of a nature such that they are not executed at a discrete place. They begin at an initial reference but are completed at a later point. Thus, upon becoming eligible for execution, you should consider yourself to be seeking to complete any Instruction whose total execution spans an interval, until that interval is completely travelled. This, of course, does not apply to average speeds in effect for an unspecified interval.

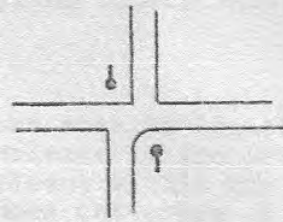
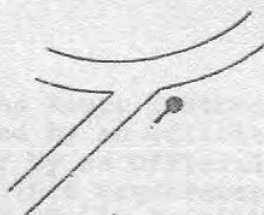
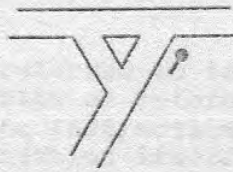
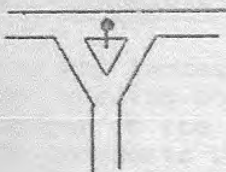
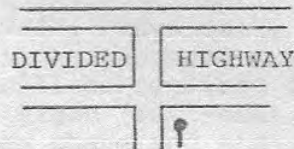
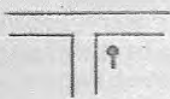
F. PAVED OVER UNPAVED

Regardless of the surface of the Road upon which you arrive at an Intersection, the Main Road leaves an Intersection on the Road that is Paved if it is the only such Road.

I. T's

An intersection having the general shape of the letter T as approached from the base and having a Stop shall be considered a T. Some examples:

⌚ = Stop



NOT A T

(slight offset - <20 ft)

J. SIGNS

Except for the determination of the identification of a Road or Route, the contestant may use only printed or graphic material along the rally route that can be discerned with a line of sight directed anywhere within 90° to the left or right of straight ahead. The wording from a sign will be quoted and may be given either in full or in part. If given in part, the text may be any easily readable part of the sign. Signs may be depicted graphically in the Route Instructions as may be the case with the picture of a curve arrow or crossroad sign, etc. The representation will be as accurate in proportional size and content as we are able to make it (no traps here); these signs will not be quoted. All quoted material, however, will be on the right side of the route you would have taken in the absence of the Route Instruction referencing the quoted sign(s) unless the instruction specifies SOL (sign on left), in which case the sign will be located on the left of the route that you would have followed in the absence of that instruction. In the determination of the route to be followed in the absence of the currently eligible instruction(s), Numbered and/or Special, no consideration should be given to the effect of the subsequent Numbered Route Instruction, i.e., it is not the instruction you are attempting to begin or execute. (Note: The T-RULE is also still applicable if you are at a T.)

Successful execution of the Route Instructions depend on the contestant's understanding of route signs in Delaware. Photographs of typical signs will be posted at registration. In addition to the familiar Interstate Route, and United States Route signs, State Route

7. EXAMPLES OF PRIORITIES AND ROUTE INSTRUCTIONS

The following are examples of how the Course Following Priorities, described in Paragraph C of this Section (II), are ordered when in each of the four possible MODES.

MODE A

1. NRI w/Official Mileage
2. Course Following NRI or S.I. not redundant with 1st applicable of 3,4,5,6 or 7
3. Put on by Name/Number
4. Protection by Stop/Yield
5. Paved over Unpaved
6. T-RULE
7. Straight as Possible

MODE B

1. NRI w/Official Mileage
2. Put on by Name/Number
3. Course Following NRI or S.I. not redundant with 1st applicable of 4,5,6 or 7
4. Protection by Stop/Yield
5. Paved over Unpaved
6. T-RULE
7. Straight as Possible

MODE C

1. NRI w/Official Mileage
2. Put on by Name/Number
3. Protection by Stop/Yield
4. Course Following NRI or S.I. not redundant with 1st applicable of 5,6 or 7
5. Paved over Unpaved
6. T-RULE
7. Straight as Possible

MODE D

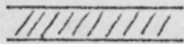
1. NRI w/Official Mileage
2. Put on by Name/Number
3. Protection by Stop/Yield
4. Paved over Unpaved
5. Course Following NRI or S.I. not redundant with 1st applicable of 6 or 7
6. T-RULE
7. Straight as Possible

Please note again as previously stated in Paragraph C of this Section (II) that Route Instructions dealing only with speed, time and/or confirmation points or that specify course conditions are not Course Following Instructions and do not require you to leave the Main Road. They are to be executed as soon as their conditions are met without consideration of the Priority List.

* NRI - Numbered Route Instruction

T H E F R I D A Y N I G H T R U N

Please refer to the map labeled "THE MAP OF THE FRIDAY NIGHT RUN". Follow the route on this map using the Route Instructions below. The purpose of the FRIDAY NIGHT RUN is to assist the contestant in understanding philosophy and application of the MODE DESIGNATORS regarding the Route Instructions.



= Unpaved Road



= Stop (SCCA Stop when approached from the front, and a defined Backward Facing Stop Sign when approached from the reverse side.)

0.00 1. Zero your odometer at "START". Proceed northerly. CAS 30.

MODE A

2. Left on 123 at Crossroad.

MODE B

3. Right.

4. CAS 35 at Backward Facing Stop Sign.

5. Pause 2.00 minutes at Wortline after "WORTLINE".

MODE C

6. Turn at Toshallows Rd.

7. Right at T.

12.36 8. West on Currituck.

S.I.

Consider the Backward Facing Stop Sign at Thruwort Lane to be non-existent.

9. Jog right.

MODE D

10. Leave Main Road.

MODE A

11. Turn.

12. South at "TOSHALLOWS".

13. Right on Thruwort Lane.

14. Right on Blackheart.

15. Control (Confirm its presence)

FRIDAY NIGHT CRITIQUE

The FRIDAY NIGHT RUN began simply enough with Instructions 1 and 2; however upon execution of Instruction 2, MODE B became active. Since you had been placed ON 123 by Instruction 2, the Right of Instruction 3 could not be executed at the first Intersection encountered. At that point MODE B had higher priority than the (non-mileage based) Numbered Instruction; and since 123 went straight, you should have also continued straight. Instruction 3 was not executable until the Intersection of 321 and 413 where 123 does not continue (and in this case is not even present).

The CAS of Instruction 4 is executed, and then at the Intersection of 413 and Thruwort Lane, the Main Road goes to the right by Paved over Unpaved, not the T-RULE which is of lower priority and would have taken you to the left.

The "WORTLINE" of Instruction 5 is encountered after crossing the Wortline which it referenced. You are still attempting to complete Instruction 5 so the T-RULE takes you to the left at the end of Thruwort Lane. The Pause (and completion) of Instruction 5 is then executed at the Wortline. Note that MODE C now becomes active (and MODE B is deactivated).

Instruction 6 cannot be executed at the first encounter with Toshallows Rd. since a MODE C Route Instruction has lower priority than Protection by Stop or Yield which is present at that Intersection. You must continue ahead and use the T-RULE twice to get around Endless Loop to encounter Toshallows Rd. again at the third T. At this point the T-RULE would take you to the right, thus a Turn may be executed to the left.

At the next Intersection the T-RULE would take you left so Instruction 7 is executed whereupon you arrive at Currituck at 12.36 Official Miles. Note that you are in MODE C but that Instruction 8 is still executed since the Official Mileage gives it highest priority.

Upon arriving at the end of Currituck, Instruction 9 is initiated by going to the right and then by execution of the S.I., which is now in effect, the Stop Sign Protection at Thruwort Lane is removed, and it is then possible to complete Instruction 9 by turning left at Thruwort Lane. (Note: You were still in MODE C, and until the S.I. was executed, the completion of the Jog was impossible at that point.)

MODE D is now active as you arrive at the Intersection of 413 and Thruwort Lane. The highest applicable Main Road Rule is Paved over Unpaved, and when in MODE D, has higher priority than Instruction 10. You must stay on Paved until the T at the Intersection of 413 and 321. At this point the T-RULE would take you to the right so the Leave Main Road is executed by going left. MODE A now is active.

Instruction 11 is executed followed by a T-RULE to the right at Hycliffe Run, and another application of the T-RULE brings you to "TOSHALLOWS". Instruction 12 is apparently executable, but note that South is straight ahead (no existing Road) and "TOSHALLOWS" is on the left of the route you would follow in the absence of the Instruction referencing the quoted material. Therefore, another application of the T-RULE takes you to the next T where "TOSHALLOWS" (not visible from last Intersection) is on your right, and Instruction 12 is executed by going left.

Instruction 13 places you ON Thruwort Lane, and you must stay ON it at the next Intersection by continuing straight on Unpaved eventually executing Instruction 14 at Blackheart Rd. to arrive at the Control. ZEROS?

