

SAMPLE MAP RALLY

Use with the 1980 TOUR DU LAC General Instructions

- 0.00 1. Begin at " START ". Cast 45.
- 0.10 2. Straight.
3. Left onto County 42.
4. Right.
5. Left at crossroad.
6. Left at T.
7. Pause 1,00 minute at stop.
8. Left on 42.
9. Left.
10. Right at T.
11. Right.

LAKE HARRIET, Pause 0.50 minute

12. Turn toward control.

The rally begins at " START ". You should proceed toward the top of the page at an average speed of 45 miles per hour. Instruction 2 is executed by going straight at the official mileage at Freund Avenue. 42nd St is not the same as County 42, so you must go straight there by priority C. You cannot turn left onto County 42 from West Winker because it is unpaved. (NOTE: By definition, this is not even an intersection, because there is only one way to proceed.)

When you get to Brodt Road the DEAD END directly ahead does not exist, and that makes the intersection a T. The road to the left is not identified as County 42, so you cannot execute the instruction there. So you go down the priority list to B, which is left at T, and that tells you which way to go. The same thing occurs at the intersection of Brodt Road and County 55.

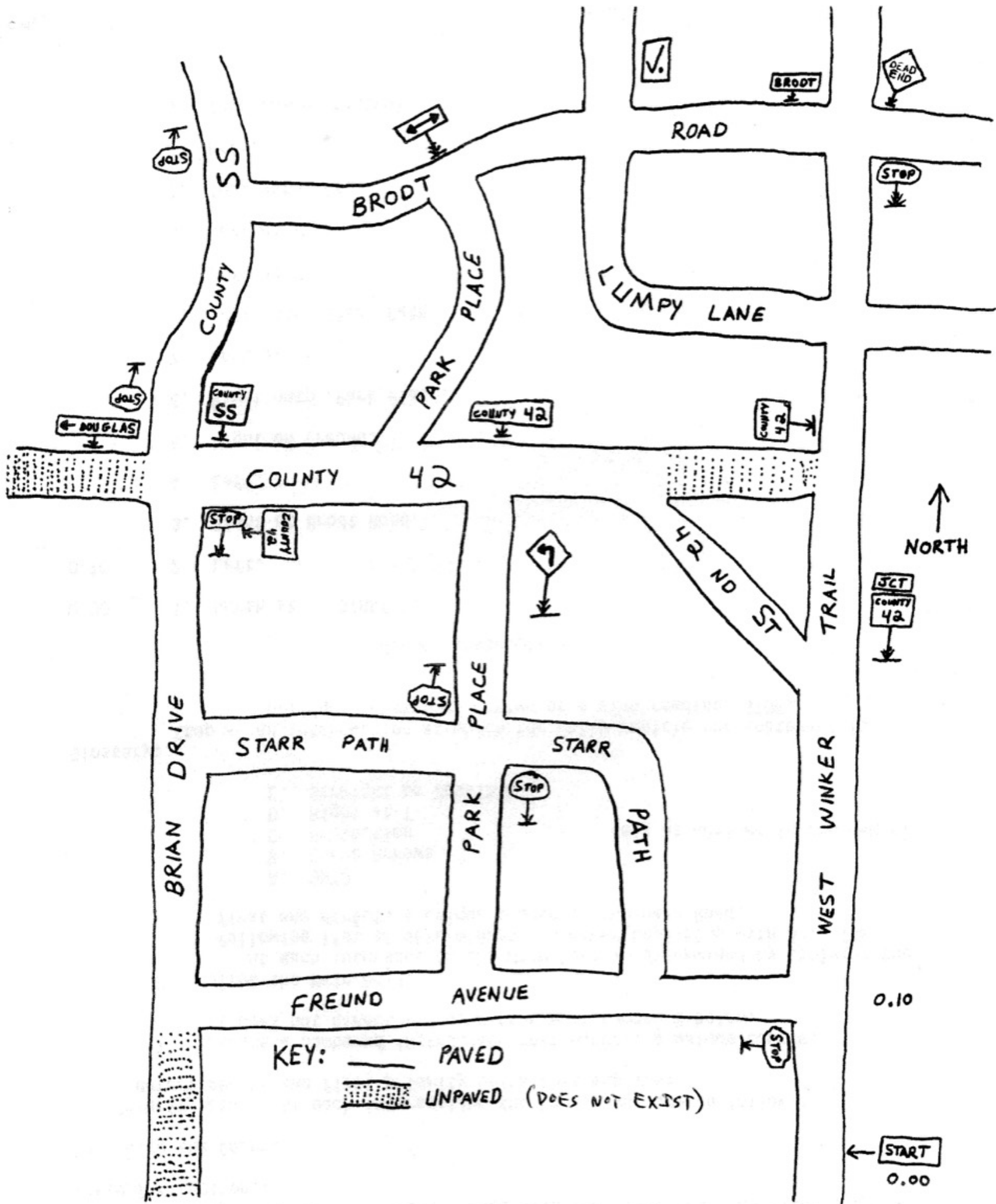
Instruction 3 is then executed by turning left onto County 42.

Instruction 4 is executed at Park Place, and #5 is executed by turning left onto Starr Path. Instruction 6 is executed at the T where Starr Path meets Freund.

Instruction 7 is executed at the stop at West Winker, and the course you are to follow is directed by priority B.

Instruction 8 reads 'Left on 42', and since nothing else is specified, any 42 will do. In this case we will turn left on 42nd St. 42 and 42nd St is not an intersection, and instruction 9 is executed at Park Place. Instruction 10 is executed at Freund Avenue, and #11 is executed by turning right at Starr Path, and there you begin looking for Lake Harriet.

It's a long way to # 12. Priority B takes you thru three T's, and you finally get to the intersection of Brodt Road and Lumpy Lane. At that point you can see the checkpoint sign, which identifies the control, and you can execute the instruction by turning toward the sign. Since you never see Lake Harriet along the course between # 11 and # 12, you cannot pause for the 1/2 minute. If you had seen the lake along the course, however, you would have paused for .50 minute.



Also - Unpaved roads do not exist

CONTROLS - Each control will be identified by a ✓ sign on the right side of the road. You are required to stop at each control and present your official scorecard to the workers. Do not stop in front of the sign, or you will be penalized in addition to your timing error. Pull past the sign and off the road as far as possible. The driver should take the official scorecard to the control workers, who will enter your IN and OUT times on it. They will also present you with an Official Data Slip, which will contain the following information:

- The control number
- Your car number
- The time you arrived
- Your out time - the time you should leave the outmarker
- MILES - official mileage to the timing line
- LEG TIME - correct time for the leg just completed.
- IWO - correct instruction to be working on at the outmarker.
- SPEED - correct average speed at which to leave the outmarker (may be different).
- OUTMARKER - where the next leg begins (usually a quoted sign or an orange pylon).
The official mileage reverts to zero at each outmarker.
- OOOPS - This is the maximum distance to the next control. If you travel farther than this without seeing the next control, you are off the intended course.
You should turn around and retrace your steps to find the correct course.

When the workers return your scorecard you should proceed to the outmarker to begin the next leg. Please do not block the outmarker. NOTE: Each leg is scored separately. If you are late at one control you cannot make up for it by being early to the next one. You should leave the outmarker exactly at your out time.

NOTE: If you should enter a control from the wrong direction you are off any intended course. Make a safe 'U' turn and enter from the correct direction. You must yield to any on-course traffic.

FOLLOWING THE COURSE - Numbered instructions will be used to direct the course and to specify timing exercises for this event. They will be listed in ascending numerical order, and must be executed in that order. If you follow the correct course for the entire rally you will execute all of the numbered instructions. You should get in the habit of crossing out each instruction as you complete it, because skipping one or trying to do one twice will get you lost for sure. You should also record the reading from your cars odometer each time you execute an instruction.

At every intersection along the rally course the correct way to proceed is determined by applying the priority list below in alphabetical order, starting with A. The first priority that directs a unique course at that intersection is the one you should use to get thru the intersection.

- A. Execute the numbered instruction you are working on if it's minimum conditions are met.
- B. Left at T - turn to the left at a T (see glossary).
- C. Proceed as directly ahead (straight) as possible.

Some numbered instructions will contain an official mileage in the left margin. These instructions are to be executed at that distance from the last point along the course that the official mileage reverted to 0.00.

NOTE: Some numbered instructions do not direct any course and involve only timing exercises, or call for the observation of a sign or a landmark. You must complete the timing exercises or pass the referenced sign or landmark before the instruction can be considered completed.