

HARD BUT INTERESTING - SIMILAR TO HOD

~~road~~ ~~garage~~
81 NATCHEZ TRACE

FRIDAY NIGHT RUN

MAIN ROAD PRIORITIES

1. ON OR ONTO
2. IS POSTRIDER
3. RIGHT AT T
4. STRAIGHT AS POSSIBLE

ROUTE INSTRUCTIONS

1. BEGIN AT "START". (ON RIGHT) FREE ZONE TO INSTRUCTION 4.
2. RIGHT ONTO TAR.

NOTE A. RIGHT AT "FINISH TRACE" - SIGN ON LEFT.

NOTE B. LEFT AT "FLASHER".

3.65 3. RIGHT ONTO NATCHEZ TRACE.

6.87 4. RIGHT. UNPAVED EXISTS. CANCEL NOTE A. CANCEL NOTE B.

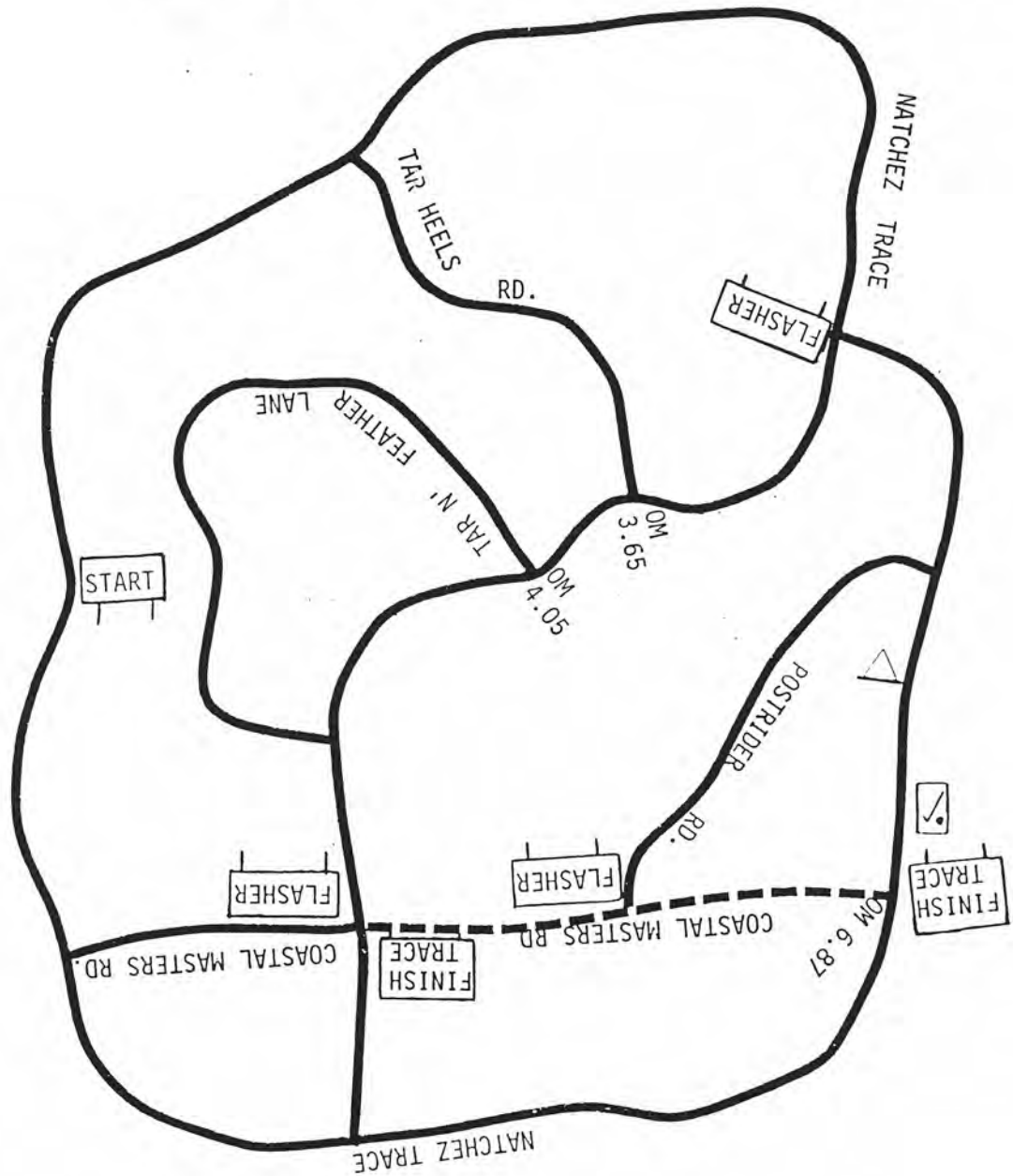
10.00 5. DIYC AT "START". (MAX DIST. = 14.00)

NOTE C. RIGHT AT OFFICIAL MILEAGE 4.05. CANCEL NOTE C.

NOTE D. PAUSE 2.50 MINUTES AT COASTAL MASTERS.

6. RIGHT ONTO TAR.
7. STRAIGHT AT TAR. LEFT ONTO NATCHEZ TRACE AFTER "FINISH TRACE".
8. CONTROL.

All roads are identified at each intersection.



ARTICLE 19: PENALTIES

Section A—Basic Scoring Penalties

Each hundredth of a minute early or late	1 point
Maximum error at control (up to 20 minutes)	200 points
Missing control (or more than 20 minutes error)	300 points
Traveling less than 5 MPH within sight of a control except where allowed by instruction, dictated by safety considerations, or making a legitimate investi- gation of an intersection	100 points

ARTICLE 20: CLAIMS

Section A—Claims Committee

The Claims Committee will be chosen in accordance with the RRR. The names of the claims committee will be posted at registration.

ARTICLE 22: GENERAL INSTRUCTIONS

Section D — Questions from contestants

Questions concerning these General Instructions may be addressed to: Janice Stenmark, 5930 Ferncreek Dr., Jackson, MS 39211. Questions should be worded to elicit a yes or no answer. They should be received by September 3, 1981.

ARTICLE 23: ROUTE INSTRUCTIONS

Section C—Types of Route Instructions

1 There will be two types of route instructions:

A. NUMBERED. Per SCCA RRR as amended by these General Instructions.

B. LETTERED INSTRUCTIONS (NOTES). A Note Instruction becomes active when the immediately preceding numbered route instruction is completed and remains active until cancelled. A note may be completed once, more than once, or not at all; however, a speed change or pause at a sign or landmark is to be completed only once at each encounter with such reference. A note may be cancelled by any route instruction (including itself), but is automatically cancelled upon the contestant entering a control. A note may not be cancelled at the same distance along the rally route as that distance at which the note became active. A specified action listed in a note instruction is to be executed only at an intersection.

DBS
DTC

(P-40, 3C) Turn right, east,
Beside turn table

ARTICLE 24: ROUTE FOLLOWING AND MAIN ROAD PRIORITIES

The course through an intersection is determined by use of the highest applicable priority as listed below. A priority is applicable at an intersection if it determines a unique course through the intersection.

1. Execute an emergency instruction.
2. Execute a specified action in a route instruction referenced by an official mileage at the mileage given, whether or not the action is course directing.

3. Execute a course directing action in a *lettered route instruction* that is not referenced by an official mileage. If there is a choice among active notes, execute that note whose letter designation is closer to the beginning of the alphabet.
4. Execute a course directing action in a *numbered instruction* that is not referenced by an official mileage.
5. Follow the *main road*.

Section B—Main Road Rule

At an intersection where there is a choice of routes, determine the main road by considering the determinants in order of priority. The first one applicable defines the main road.

The main road priorities for a leg will be listed on the Critique Sheet issued at the control ending the previous leg (The main road priorities will not change at a DIYC). The exception to this is the first leg of each rally with the Main Road Priority listed below:

1. ON OR ONTO
2. CURVE ARROWS
3. LEFT AT T
4. STRAIGHT AS POSSIBLE

In addition to the main road determinants listed in the SCCA RRR (specifically ON OR ONTO, CURVE ARROWS, PROTECTION, STRAIGHT AS POSSIBLE, LEFT AT T, RIGHT AT T), the following are valid main road determinants:

IS (road designation) The main road as determined by this determinant is the road specified within the priority, eg. IS JONES RD. — never lose IS road

RIGHT (or left) AT landmark or sign. The main road as determined by this determinant goes right (or left) at the specified landmark or sign. eg. RIGHT AT CONTROL.

GOES TOWARD a landmark or sign. The main road as determined by this determinant goes in the direction of the specified landmark or sign. eg. GOES TOWARD "SMITH".

ARTICLE 25: CONVENTIONS

Section A—Route Instructions

1. a) The following conventions listed in the RRRs as applying to numbered instructions shall also apply to note instructions: A 1 c; A 2 a; A 6 a; and A 6 b — overlap

1. b) Change to: Numbered route instructions will be listed in ascending numerical order and are to be completed in that numerical order except as modified by Article 25, Section A 6 a (overlap), excepting that some instructions may not be executed on course.

The course directing actions of two consecutively numbered route instructions may not be executed at the same intersection.

2. c) Change to: If a numbered or note instruction consists of multiple route instructions, each route instruction is to be completed in the order given, at the first opportunity to do so.

↑ also must complete entire instr. before considering others see F.N.R.)

one is
mileage
turns
and/or
not course
directing

5. c) Add the following: A route instruction which requires a course directing action *at, toward or away from* a sign or landmark (eg. LEFT AT CONTROL), or *on or onto* a road is initiated, executed and completed at the apex of the intersection where such course directing action is executed. If you encounter the sign or landmark, but cannot execute the course directing action, the instruction is not initiated. This does not apply to an instruction which requires a course directing action *after* a sign or landmark or *at* the second, third, etc. encounter with a sign or landmark.

6. a) Change first sentence to: Once a note or numbered instruction has been initiated, no other instruction may be considered for execution until that instruction has been completed or cancelled, with the following exceptions:

The following is to be added to Article 25, Section 6: c.) A note instruction may not overlap itself.

The following is to be added to Article 25, Section A. 8

f. Any route instruction may cancel any note instruction. A note instruction may be cancelled before execution or when partially executed. Do not worry about redundant cancellation of notes or redundant speed change. We want to be sure you get them in case you miss a control or the control is not there.

Section B—Roads

4. Change to: Route Instructions may refer to roads by any of the contiguous words or numbers within the full designation of the road (eg. OLD E. JONES RD. could be referenced as OLD, E, JONES, RD., JONES RD. or OLD E. JONES RD., but not as OLD JONES or JONES ST.)

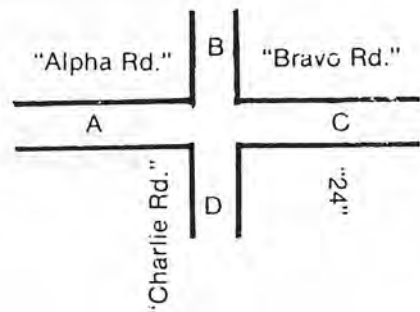
A road naming sign (without an arrow) on only one side of an intersection applies to roads on both sides of that intersection (eg. Charlie below). Road naming signs (without arrows) on both sides of an intersection each apply only to the road on the respective side (eg. Alpha and Bravo). Some road naming signs will use arrows indicating the direction of named road(s). The application of these signs should be consistent with the direction of the arrow and will be obvious.

A road numbering sign (without arrows) identifies a road only on one side of an intersection. Sometimes numbered routes will be identified by a road naming sign.

For the purposes of road identification, official mileage alone is not sufficient. The road must be properly identified by a sign.

Some examples of road naming conventions:

A is Alpha
C is Bravo & 24
B & D are Charlie



The following are to be added to Article 25, Section B.

6. Frontage roads are not part of a divided highway. A road intersecting a frontage road on each side of a divided highway forms an intersection with each frontage road.

7. Unpaved does not exist for the purpose of executing a route instruction unless the word **UNPAVED** is used in an active route instruction. *note / unpaved*

8. Roads which become unpaved in sight are to be considered unpaved. Consider short stretches of disrepair of paved to be paved. If an unpaved road exists for the purpose of executing a route instruction as you approach an intersection, then it exists until you leave the intersection (No trap—We just want to avoid some paradoxes). If a road is unpaved in one direction, it is not necessarily unpaved in the other direction. In addition to 25, B. 7 above, while traveling on paved, at any intersection with a public unpaved road, there will always be a **stop sign** (not necessarily controlling traffic on the unpaved road) and/or the unpaved road will be identified by a road naming sign and/or the unpaved road will be at an official mileage referenced in an active route instruction.

Section C—Signs

Add the following to Article 25, Section C. 5: Symbols, artwork, and punctuation may or may not be omitted from a sign. If it is omitted, it is irrelevant.

The following are to be added to Article 25, Section C.

7. All **quoted signs** referenced by a **note** instruction will be on the right of the route you would take in the absence of the sign, unless the sign is referenced as SIGN ON LEFT, in which case the sign will be on the left of the route you would take in the absence of the sign. All other signs may be on the right or left.

8. All signs on a common support are to be considered one sign. This does not change the basic shape of the individual signs. For instance, a post may support two rectangular street signs, an octagonal stop sign, and a rectangular "four way"; the stop sign is still octagonal even though the entire configuration is considered one sign.

9. Emergency signs for both rallies will bear the initials "NT". Samples will be displayed at registration.

Miscellaneous additions:

1. Stickers preprinted with abbreviated versions of the notes and main road priorities will be furnished for the convenience of the contestants. The route instructions and critique sheets are official.

2. Be sure to read Article 16, Control Description. There will be no "special instructions", but some of the information given on critiques may affect route following.

FRIDAY NIGHT RUN CRITIQUE

Inst.	Explanation
1.	Begin at "START".
2.	At Tar Heels Rd. the main road goes straight and RI 2 is course directing there. Upon execution of RI 2, Notes A & B become active. RI 2 places you on TAR by name.
3.	At CM 3.65 the main road goes right (MRD 3), but the specified action right is referenced by an official mileage and must be executed. Since it is not a course directing action (it didn't cause you to leave the main road) you are still on TAR by name, but you are now also on Natchez Trace by name.
B.	At Tar n' Feather Lane (both intersections) MRD 1 (on or onto) is not applicable since TAR goes right and NATCHEZ TRACE goes straight. At Natchez Trace and Coastal Masters you are faced with an interesting situation. In the absence of the "Finish Trace" you would go left at "Flasher" putting the "Finish Trace" on your right. Since the sign is identified as sign on left it is not a valid sign for Note A. Instead the proper course is Left at "Flasher". Unpaved exists for the purpose of executing a route instruction since the word unpaved is mentioned in an active RI: RI 4.
4.	At Postrider the main road rule IS POSTRIDER (MRD 2) takes you left. Then MRD 3 right at T. After passing the control (you didn't enter it since the sign was on the left) you execute RI 4 by turning Right since it is higher priority than Note A (since it is accompanied by an official mileage). Notes A & B are cancelled.
5.	MR 2 (IS POSTRIDER) takes you right on Postrider, then MRD 3 takes you right at T. MRD 4 at Coastal Masters. MRD 4 at Natchez Trace & Natchez Trace. MRD 4 at Coastal Masters. And DIYC at "START". Post your in time on the appropriate spot on your score card and add two minutes to that to get your out time. Post that and zero your odometer and you're on your way. Notes C & D are now active.
6.	Execute RI 6 at TAR HEELS Rd.
C.	MRD 3 at Natchez Trace and Tar. At Tar n' Feather, route following priority 2 (specified action in a route instruction referenced by an Official Mileage) takes priority over priority 4 (NRI not accompanied by an OM), so Note C is executed even though it's not course directing.
D.	MRD 3 at Natchez Trace. MRD 4 at Coastal Masters and execute Note D.
D.	MRD 3 at Natchez Trace. MRD 4 at Coastal Masters and execute Note D.
7.	Past "START" (you can't enter the DIYC again, so don't zero mileage). At TAR HEELS RI 7 cannot be executed because it's where you executed RI 6 so MRD 1 at TAR HEELS.
7.	MRD 3 at Natchez Trace and initiate RI 7 at Tar n' Feather Lane. by going straight. MRD 4 at Tar n' Feather Lane. MRD 4 at Coastal Masters. Observe "Finish Trace". You can't execute Note D here since you have initiated RI 7 but not yet completed it. RI 7 is completed at the Natchez Trace.
8.	MRD 4 at Coastal Masters and enter the control. Note D. is cancelled as you enter the control. On the critique, official information reads: "THIS IS A TURN-AROUND CONTROL". So proceed to the outmarker (on-left) and U-turn. The cast and active numbered instruction listed on the critique may be different than those with which you entered the control.