

FLYING UNDER THE RADAR
SUNDAY, MAY 19, 2024
SUPPLEMENTAL GENERAL INSTRUCTIONS

The following **Supplemental General Instructions** are in addition to or amend the **General Instructions for Rallye Year 2024**. Please read the **2024 PCA Chicago Region Rallye General Instructions and the Rallye Classes and Notes (Competitive Points and Definitions)**.

ODOMETER (ODO) CHECK: the first 17 Route Instructions of this rallye will give you a chance to calibrate your car odometer with the Official Rallye Mileage (ORM) in the left margin of the route instructions. There will be no timing or scoring during the ODO CHECK. See the **General Instructions** for the formula if you wish to calculate your adjustment factor.

MAIN ROAD RULES (MRR's):

There are not Special Instructions (SI) or Route Instructions (RI) for every intersection on the rallye route. The rallye follows the **Main Road** unless a SI or RI can be executed that takes the rallye car in a direction different from that of the Main Road. In other words, follow the **Main Road** unless a route instruction takes you in a different direction. In the absence of such an instruction, the **Main Road** through each intersection for today's rallye is determined by any of the following **MAIN ROAD RULES**. **Main Road Rules will not change throughout the rallye.**

1. **ONTO**
2. **LEFT AT T**
3. **STRAIGHT AS POSSIBLE (SAP)**

ONTO – The **Main Road** as determined by this rule is that road which you have been placed on by the use of a directional instruction (LEFT OR RIGHT), the word **ONTO** and the designation of the road (i.e. LEFT ONTO JONES). You must remain on the designated road, or you must re-enter the designated road in the same direction as originally instructed whenever it is encountered unless a RI directs you in a different direction. All ONTO's will remain active until the end of the rallye.

In this Rallye, there are several ONTO instructions!

LEFT AT T - The **Main Road** as determined by this rule is the road to the LEFT at all T intersections. The intersection may or may not be marked by a Double Arrow. You must be traveling up the stem for it to be a T.

STRAIGHT AS POSSIBLE - The **Main Road** as determined by this rule is the road that goes straight or nearly straight as possible through an intersection. It is not possible to go straight as possible at a T or Y.

For our beginners, PLEASE NOTE the priorities of the MRR's:

1. **ONTO takes priority over...**
2. **LEFT AT T, which takes priority over...**
3. **Straight as Possible**

In easily understood terms, in the absence of a RI, if you encounter a “T”, but also at that intersection an “ONTO”, you would execute the “ONTO” because it has a higher priority than the “Left at T”. Today, you will encounter this option/priority multiple times.

There are both numbered route instructions (NRI) and lettered route instructions (LRI) on this rallye. All NRIs must be executed completely in numerical order before going on to the next instruction.

All instructions should be executed from left to right as you read it on the page. Some instructions contain **OR** instructions and you must perform either one side or the other side, but not both sides of the **OR** instruction. The **OR** divides the instruction into two unique instructions, and you should **NOT** perform both sides of the **OR** instruction. You should perform the side of the instruction which you encounter first.

Some instructions contain **AND**. Each side of the **AND** must be executed from left to right as you read it on the page. Information in parenthesis is meant to be helpful but is not essential for the completion of a RI. There are no tricks based on information in parenthesis.

LRI may or may not be executable, but must be executed, **if possible**. Once a NRI that precedes a LRI is completely executed, **EACH** of the LRIs (presented before the next NRI) present an opportunity to be executed as well as the next NRI. A **LRI** is canceled at the completion of the next LRI or NRI whether or not the LRI has been executed.

When a CAST is specified to take effect at a speed limit sign, i.e., CAST 30 at 30 (without quotes), this refers to the **actual speed limit sign**, not a speed limit ahead warning sign nor an advisory speed on a curve ahead sign.

Redundancies – There are no redundant instructions, except those that are disclosed as redundant or may be redundant in parentheses. An instruction is redundant if it causes you to take the same action that would have been taken in absence of that instruction.

Signs - All references to signs are in quotes. Spelling must be exact. Letter spacing is irrelevant. Anything not in quotes is the physical object referenced. All landmarks must be identified by a sign. A sign reading in part will not necessarily be accompanied by SRIP. **SOL:** Sign on Left. **SOR:** Sign on Right

Roads - Unless noted in the RI, prefixes such as Old, New, etc., directionals such as North (N), South (S), East (E) and West (W), suffixes such as Rd., Ave., St., etc. should not be considered. Unless noted in the RI, dirt, gravel, and unpaved roads, roads marked “Private”, “No Outlet”, “Dead End”, “Keep Out”, “No Trespassing”, Fieldcrest, Bittersweet, public driveways, private driveways to homes, plant entrances, roads clearly ending in parking lots and entrances to toll roads and expressways do not exist. Entrances to parking lots exist at the end of the ODO leg and end of the rallye.

Checkpoints and Scoring – All times for this rallye will be in seconds unless noted otherwise. This rallye utilizes the Richta GPS Checkpoint System for timing and scoring. On Course checkpoints will be in numerical order. There are no Critique Messages for On Course Checkpoints. All On Course Checkpoints are timed from the last On Course Checkpoint or Flying Start. Do not stop at On Course Checkpoints. If you miss an On Course Checkpoint, there is a 300-point penalty.

If you encounter an **OFF COURSE** checkpoint (out of the original numerical order), you are OFF COURSE. Pull over and read the Critique Message for the checkpoint in the APP for instructions to get you back on course and the route instruction # to be working on. There are no penalty points for encountering an OFF COURSE checkpoint in this Rallye.

TIME ALLOWANCES

There are quite a few traffic control devices (TCD's) especially early in the rallye. There are no built-in pauses in the instructions at TCD's, therefore make sure you are adept at using the Time Allowance (TA+) for time delays on the Richta APP.

There is no penalty for taking a time delay allowance. Time delays are taken directly on the Richta APP by pressing TA+ to add a time allowance (or pressing TA- to remove a time allowance). Time allowances may be taken in 10 second increments up to 30 seconds and then in one-minute increments. The minimum time allowance that may be taken in each leg is 10 seconds, while the maximum time allowance that may be taken in each leg is 19.5 minutes. Time allowances must be taken before reaching the next checkpoint. When a new leg begins, any time allowances taken in the prior leg are zeroed out.

The maximum distance between route instructions is 6 miles. The maximum distance between checkpoints is 18 miles.

TRANSIT ZONE: A part of the rallye in which teams may relax, get a snack, or use the facilities. There are no timing controls and no specific speed needs to be maintained. A maximum time for passage of the transit zone will be given. There are two transit zones on this rallye. RI #40, right ONTO Main, occurs at the beginning of the first transit zone, and remains active throughout the rallye.

The second transit zone is **OPTIONAL**, 15 minute maximum for a bathroom break.

The route instructions will explain how to opt out of the second transit zone.

Emergencies - In case of emergency, the cell phone numbers for the Rallyemasters are: Ron Micek 630 476-0050 or Martha Kuffel 847 638-2220.

If you reach an off course checkpoint, please read the critique before calling.

Please call us if you decide to leave the Rallye before it is over.

A Special Thank You – to our dear friends, Jack and Karen Stephensen, for their valuable time and advice about the Richta APP and the Rallye pre-run.

END LOCATION:

***Fireside Grille
49 Sugar Lane
Sugar Grove, IL
630 466-4557***