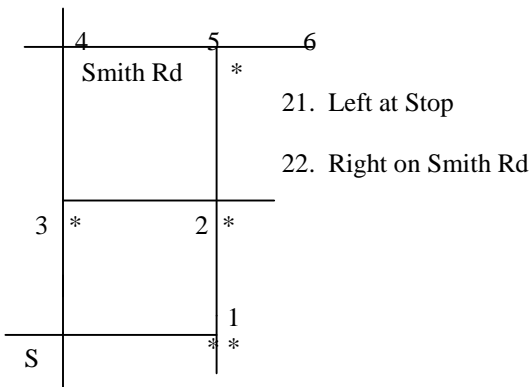


Lesson#1 – This is the beginning of a series of discussions involving Course/Trap rally competition. The concepts to follow describe the SCCA term of ‘Course Directing Action’. In local parlance we often refer to it as ‘redundancy rule’. The concept revolves about the preface that there is a Main Road (MR) at every intersection and no Course Directing Action (Left, Right, Turn, or Straight) can be executed at a point where the Main Road (MR) would go in that same direction. One exception to this rule is that if the instruction is referenced to an Official Mileage (OM) then it can be executed regardless.

The MR specified and active vary in many forms and the basic ones are (1) MR Left (or Right) at T, (2) MR defined as staying upon a named or numbered road, (3) MR as defined by official curve arrows preceding an intersection, (4) MR defined by Protection (only road leaving an intersection without backward facing Stop or Yield sign on it.

Following is an exercise that describes a form of the T-Rule where the MR is defined by the parity of the Numbered Route Instruction (NRI) you are seeking to complete. (even/odd)

A ‘*’ located in the diagram is to be interpreted as a Stop Sign on the near right of the Intersection as you approach it.



The GIs may define a particular procedure to determine the Main Road (MR) and also state that an instruction CANNOT be executed if it takes you the same direction as the MR at that point. Lets start with a MR definition that deals with a T-RULE, the rule is based on the parity of the numbered route instruction (NRI) that you are seeking to complete. Using this MR definition the MR goes to the right (at a T) if the NRI instruction is EVEN (and to the left if it is ODD). So now follow a course on the diagram starting at S and proceeding toward point #1.

If you (incorrectly) execute #21 at point #1 you would continue straight as possible at point #2 and execute #22 at point #5 and enter the checkpoint at point #6.

To be correct you should consider the T-Rule defines the MR to the left at #1 and you should ‘hold’ #21 (for a later place) and follow the MR toward #2. Since this location is not a T the T-Rule does not apply (MR is straight) so you can execute #21 and arrive at point#3 seeking to execute the EVEN instruction, #22. Since pt #3 is NOT Smith Rd you use the T-Rule for EVEN and proceed right toward pt#4 where you can execute #22 upon Smith Rd and continue into the checkpoint at #6. Note that the ‘looped’/’failsafe’ instructions get everyone to the checkpoint but with different mileage and time.

NOW - lets use the same diagram but consider that the MR is defined as (1) Protection & (2) Straight as Possible (SAP) Protection (the rally kind) says that ‘ At an Intersection the MR leaves on that single road that does NOT have a Stop or Yield sign controlling incoming traffic. So forget the T-Rule for now and use the MR priorities Protection and SAP and follow the diagram above.

The explanation is almost identical...Leaving the Start you arrive at #1 and if you (incorrectly) execute #21 you will then seek #22 and execute it At pt#5 to arrive at the checkpoint on the off-course route. You should note that at pt#1 the road to the right has a Stop Sign (backward facing for the incoming traffic) but the road to the left has no Stop Sign. It is therefore the MR and you must go that way and ‘hold’ #21 for execution at a later point. At pt#2 there is no single road leaving the intersection without a Stop Sign so Protection does not apply and the MR goes SAP. You therefore can execute #21 to leave the MR by going left toward pt#3. At pt#3 the road to the left has a Stop Sign but not to the right. Therefore you follow the MR to the right to arrive at pt#4. At pt#4 the MR is SAP and you can execute #22 onto Smith Rd and then Protection at #5 to reach the checkpoint at #6. Once again it is a failsafe situation where everyone gets to the checkpoint.