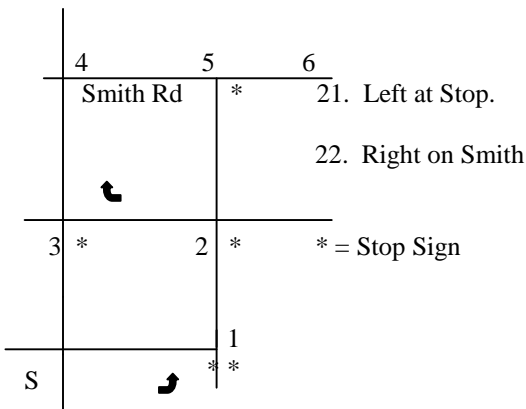


Lesson#2 – This is a continuation of a series of discussions involving Course/Trap rally competition. The concepts to follow describe the SCCA term of ‘Course Directing Action’. In local parlance we often refer to it as the ‘redundancy rule’. The concept evolves about the preface that there is a Main 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 varies 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).

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

Following is a diagram that you should be quite familiar with regarding the previous discussions in Lesson #1 of the concept of Main Road (MR). To review briefly the concept is that you cannot execute a route instruction (RI) if it takes you in the same direction as the Main Road. Lesson #1 showed this idea as it might apply to the T-Rule and Protection (by stop sign placement). We continue with the MR concept that is known as ‘Curve Arrows’. These are the black arrows on yellow background used by the erecting agency to define where the principal road you are traveling upon goes.



The GIs may specify that the Main Road (MR) is defined by the ‘curve arrow’ sign preceding an intersection as used with the intent of the erecting agency. So forget the T-Rule and Protection concepts previously discussed in Lesson #1 and examine the route to be followed if CURVE ARROWS are the rule of the

event. (Curve arrows are the obvious black arrows in the diagram). Note that CURVE ARROWS are a little devious since you have to spot them prior to the intersection.

So, traveling left to right from point S and seeking to execute RI#21 you arrive at point 1 at a Stop (sign). (But you should have noticed the curve arrow prior to the intersection directing the MR to the left). If you incorrectly execute RI#21 at point 1 you will then proceed all the way to point 5 to execute RI#22 and arrive at the checkpoint 6 way-way early. Correctly you should NOT use RI#21 at point 1 since the MR goes that direction also. Thus you ‘hold’ the execution of RI#21 until arriving at point 2 and use it to go to the left there toward point 3. Then as you note the CURVE ARROW prior to point 3 you follow the MR to the right and arrive at point 4 to execute RI#22. A straight run to the checkpoint at point 6 gets you a good score.

Some food for thought now is the idea of what if T-Rule, Protection, and Curve Arrows are all in effect? Don’t waste time trying to deal with this using the current diagram, but in a later lesson we will look at this concept also (and with a different diagram, no doubt)