

### CONTROL 1 - Following the Main Road by Number

**Perfect Time:** 0:46:10 Includes Odometer Leg Time  
**Leg Mileage:** 5.87

**Restart:** At "Restart"  
**Next Instruction:** 29  
**CAST:** 33

- Notes**
- 1 There were two uses of the MAIN ROAD RULE to remain ON 311, the first LEFT at (REDUNDANT) Instruction 24 and the second at Instruction 25 where you went RIGHT to stay on 311. If you missed the second of these, you might have learned about ITISOFFC by using Instruction 26. If you were on course, you did not see "MIDVALLEY DRIVE" SOL. ITISOFFC.
  - 2 You should not have paused at E CHIPPERFIELD even though the NO OUTLET sign was ignored (because of NOOK), because it was an UNPAVED road. The Supplemental Instructions define NOOK as well as noting that UNPAVED roads do not exist for the purposes of this rally.
  - 3 You were asked to count the mailboxes at Instruction 27 but did not do anything with that number (yet, anyway.)

A nice short warmup leg.

### CONTROL 2 - Following the Main Road by Name

**Perfect Time:** 0:32:43  
**Leg Mileage:** 16.03

**Restart:** At "Restart"  
**Next Instruction:** 49  
**CAST:** 25

- Notes**
- 1 You could not execute Instruction 31: RIGHT after "East Divide" SOL at the INTERSECTION with that sign because the MAIN ROAD RULE took you to the right due to the STOP SIGN on the incoming road from the left (PROTECTION.)
  - 2 Then you stayed well below the speed limit - 23 in a 35 zone - for about a mile because you needed to wait until you executed the RIGHT from Instruction 31 before you could execute the Instruction 32 speed change to 33.
  - 3 After Instruction 33: STRAIGHT ONTO MAXFIELD at "Collbran", REDUNDANT you then needed to take the next RIGHT using the MAIN ROAD RULE to stay ON MAXFIELD by Name. If you did not do this you saw Instruction 35: "20 MPH" ITISOFFC, and were off course.
  - 4 Instruction 41: Clifferfield spelling does not match the sign - this ITIS instruction should not be executed. If you execute this Instruction and honor the one mile overlap, you will CAST to 25 at the second "25" instead of the first and be early at the CONTROL.
  - 5 Instruction 46: PAUSE 20 seconds at "Mountain Airgas" ITIS should not be executed, the sign does not exist. (It used to be on a truck so would have been ignored, but the truck disappeared.)

### DIYC CONTROL 3 - Take a Break from MAIN ROAD RULE and Overlaps

**Perfect Time:** 0:39:15 Includes the 20 minute TRANSIT ZONE for the morning break.  
**Leg Mileage:** 12.08 Includes the TRANSIT ZONE mileage.

**Restart:** At the CONTROL, 2 minutes after your IN TIME  
**Next Instruction:** 68  
**CAST:** 33

**Notes** 1 A pretty simple leg. The ITIS Instructions 60 and 63 both existed. There used to be an actual LANDMARK (i.e. the object identified by the sign) at "PAINTED PITCHFORK" hanging below the sign, but it disappeared this past winter.

### CONTROL 4 - Overlap

**Perfect Time:** 0:12:23  
**Leg Mileage:** 6.06

**Restart:** At "Restart"  
**Next Instruction:** 77 This "25" still to come due to OVERLAP. See below.  
**CAST:** 33

**Notes** 1 About a mile after the last CONTROL, you should have made a MAIN ROAD RULE left up the hill due to PROTECTION. The road straight ahead had a STOP SIGN. If you went straight, the road became UNPAVED in about .3 miles so did not exist for this rally.  
2 For NOTE: DAWDLE, you should have encountered three signs (and PAUSES) at "25". Two of them were signs that applied to "EMPLOYEES & CONTRACTORS" only.  
3 You should have honored the two mile overlap in Instruction 75 before looking for the next instruction. If you did not wait for the full two miles, you might have executed that instruction too soon and CAST 25 at the wrong sign, then also seen some OIL TANKS and paused (incorrectly) before this CONTROL.  
4 You also might have observed the creative anemometers, but you could NOT execute that instruction until you had gone the full two miles. That is why Instruction 76 uses ITIS.

### CONTROL 5 - More DAWDLE and Confidence in what you see!

**Perfect Time:** 1:29:31 Includes the 60 minutes for the lunch break.  
**Leg Mileage:** 18.01 Includes the mileage for the TRANSIT ZONE for the lunch break.

**Restart:** At "Restart"  
**Next Instruction:** 102  
**CAST:** 34

**Notes** 1 Three more DAWDLE PAUSES. Note that one of them was at the same "25" as Instruction 77 and you PAUSE for both the NOTE Instruction as well as the NUMBERED Instruction, per the example in the General Instructions, Section B Item 4 Overlap.  
2 For NOTE: CR306, there were two roads with signs showing CR306 - Wallace Creek Road and Spring Creek Rd, about .25 miles apart. However, the second was UNPAVED so does not exist. So you should execute only one PAUSE.  
3 For Instruction 98 if you did not have confidence in your observations and turned on the road labeled 300 ROAD (just BEFORE the second "STONE QUARRY" sign), then you were early at this CONTROL.  
If you had patience and confidence, then about a mile AFTER that second "STONE QUARRY" you could turn RIGHT at the road labeled "300 RD" and took a longer way around the loop to GARDNER LANE then to this CONTROL. Note that signs on the left do not count since there is no SOL or SA.

**DIYC CONTROL 6 - Math Test and NO OUTLET roads**

**Perfect Time:** 0:38:39  
**Leg Mileage:** 19.20

**Restart:** At the CONTROL, 2 minutes after your IN TIME  
**Next Instruction:** 129  
**CAST:** 20

- Notes**
- 1 Just before Instruction 103: RIGHT (This is BATTLEMENT PKWY), there was a MAIN ROAD RULE RIGHT to stay on CR308. If you missed that, then you were a little late from taking the longer way to get to BATTLEMENT PKWY.
  - 2 For NOTE: MATH TEST: CR310 on the right was NO OUTLET. CR337 on the left was a valid OPPORTUNITY. CR 338 on the right was NO OUTLET. CR340 on the left was a valid OPPORTUNITY. CR355 on the left was NO OUTLET. So  $30 + 337 - 340 = 27$  seconds to PAUSE.
  - 3 For Instruction 115: "MAIL" (on a mailbox for a very tall person), PAUSE 30 seconds ITIS. Is this a mailbox? According to the General Instructions Section C, 1. Signs: text painted on a mailbox will not be used. However, it does not matter because quoted text must specify "SOL" if it is on the left, so you cannot use this sign. So no PAUSE.
  - 4 For Instruction 119: PAUSE 30 seconds at PORCUPINE CRK ITIS. This road does not exist because it is UNPAVED. So no PAUSE.
  - 5 For NOTE: BEAVER, there are two signs containing "BEAVER CREEK", the first on the right says "BEAVER CREEK MINOR", and the second says "BEAVER CREEK RANCH". So two PAUSES for this NOTE. There were also some signs with "BEAVER CRK" that do not get PAUSES.
  - 6 For Instruction 120: "BEAVER CREEK RANCH", PAUSE 15 seconds ITIS. This is the same sign as the second one for NOTE: BEAVER, and you PAUSE for both the NOTE Instruction as well as the NUMBERED Instruction, per the example in the General Instructions, Section B Item 4 Overlap.
  - 7 For Instruction 121: DEER RIDGE RANCH, PAUSE 15 seconds ITIS. This would be a valid LANDMARK (sign and object on the left) except that we agreed that the Instruction needed to say "SA" or "SOL" if the identifying sign is on the left. See parenthetical information in Instruction 15.

**DIYC CONTROL 7 - PROTECTION and ONTO with Negative Inference**

**Perfect Time:** 0:40:45 Includes the 20 minute TRANSIT ZONE for the afternoon break.  
**Leg Mileage:** 12.14 Includes the TRANSIT ZONE mileage.

**Restart:** At the CONTROL, 2 minutes after your IN TIME  
**Next Instruction:** 158  
**CAST:** 15

- Notes**
- 1 There was a MAIN ROAD RULE right (PROTECTION), at a T after Instruction 143 because of the STOP SIGN on the road from the left, just before Instruction 144: SPEED LIMIT 35.
  - 2 At the T after Instruction 150: LONE PINON LN ITIS while you were ONTO CR229, there was a sign with an arrow showing the the road to the right was ANTONELLI LN CR216, so by negative inference CR229 goes to the left. Therefore you do not execute Instruction 151: LEFT at this intersection.  
There are two CR229 signs before the next INTERSECTION, one on the right, and one on the left at HARNESS LN, that confirmed that you were still on CR229 after the T.
  - 3 If you executed Instruction 151: LEFT at the T described above, you executed the ITIS Instruction 152: LEFT after "ESTHER CT" ITIS (US 6, may be unidentified) at US 6 and did a longer loop instead of correctly going LEFT on HARNESS LN.

## CONTROL 8 - Multiple NOTES at the same time

**Perfect Time:** 0:22:05

**Leg Mileage:** 9.86

**Restart:** Make a u-turn when clear of the CONTROL, this is the last CONTROL.

**Next Instruction:** 174

**CAST:** N/A

- Notes**
1. NOTE CONFUSING was executed five times. Here is the sequence of NOTE and NUMBERED Instructions.
    - a. Instruction 164: BENDETTI (road on the left)
    - b. Instruction 165: PAUSE .15 seconds at each "HIDDEN ENTRANCE". There were two pauses, but observe they say ".15 seconds" so can really be ignored. Note that the 1.5 mile OVERLAP begins immediately after Instruction 164.
    - c. NOTE CONFUSING: TURN (right) on DAVIS POINT 235 (from PEACH VALLEY RD)
    - d. Instruction 166: LEFT, PAUSE 30 seconds. (US 6, may be unidentified) (On US 6 from DAVIS POINT 235)
    - e. NOTE CONFUSING: TURN (left) on MID-VALLEY LN 262 (from US 6)
    - f. Instruction 167: RIGHT at T or Y ONTO PEACH VALLEY. (Sign hard to read). (On PEACH VALLEY RD CR 214 from MID VALLEY LN 262. You cannot execute NOTE CONFUSING here because TURN requires a unique road and there are two choices here, left and right.)
    - g. NOTE CONFUSING: TURN (right) on WARE LN CR 263 (from PEACH VALLEY RD CR 214)
    - h. Instruction 168: LEFT, PAUSE 30 seconds. (US 6, may be unidentified) (from WARE LN CR C263)
    - i. Instruction 169: "RIVER FRONTAGE" (observe)
    - j. NOTE SECOND CHANCE: Pass the first OPPORTUNITY to TURN ONTO RIVER FRONTAGE RD
    - k. NOTE CONFUSING: TURN (left) on PEACH VALLEY RD CR 214 (from US 6)
    - l. Instruction 170: SPEED LIMIT 30
    - m. NOTE CONFUSING: TURN (left) on WARE LN CR 263 (from PEACH VALLEY RD CR 214) At this intersection, you use the NOTE to turn LEFT instead of Instruction 171 because a NOTE has higher priority than a Numbered Instruction.
    - n. Instruction 171: LEFT, PAUSE 30 seconds. Begin FREE ZONE. (US 6, may be unidentified). (from WARE LN CR263)
    - o. NOTE SECOND CHANCE: TURN toward RIVER FRONTAGE RD at the second OPPORTUNITY (from US 6)
    - p. Instruction 172: LEFT at T NOOK, PAUSE 30 seconds. End FREE ZONE.
    - q. Enter CONTROL 8.